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THE CHINA PRESS

大陸報

To-day's paper consists of 30 pages in three sections

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SAN SALVADOR WITH 60,000 POPULATION ENTIRELY DESTROYED BY EARTHQUAKE!

President Li and Parliament Leaders Defy Tuchuns! Their Ultimatum Expires Today!

MENACE SINCE WAR OPENED IS BROKEN BY HAIG'S SUCCESS

One Rush Carries Messines Ridge, Dominating British Position

TAKES OVER 5,000

'No Precaution Neglected To Make Position Impregnable'

PLUMER IS HERO

Prepared Attack; Entire Force, In Perfect Combination, Completed It

(Reuter's Agency War Service)

London, June 8.—Field Marshal Sir Douglas Haig reported yesterday evening: Our operations southward of Ypres continued methodically the whole day long and were completely successful.

This morning, we stormed the Messines-Wytschaete Ridge, which for two and a half years has dominated our positions in the Ypres salient. We captured the villages of Messines and Wytschaete and also the defence-systems, many strongly organised woods and defeaded localities, on a front of nine miles, from southward of La Douve Brook to northward of Mont Sorrel.

Later, we advanced, in accordance with our plan and carried the village of Oosttaverne and also the enemy's rearward defences eastward of the village, on a front of five miles. Our artillery broke up a counter-attack attempted against the southern portion of our new positions.

Over 5,000 Prisoners

The enemy's casualties are heavy. By 4.30 this afternoon, over 5,000 prisoners had been brought in, while others have not yet been counted. We have captured a number of guns and many trench-mortars and machine-guns, which have not yet been counted.

There has been great activity in the air and many air-fights. We dispersed five hostile formations, one of which consisted of over thirty machines, with heavy casualties. Nine German aeroplanes were brought down and nine others driven down, out of control. Six of ours are missing.

Sir Douglas Haig reported this afternoon: The position we captured yesterday was one of the most important strongholds of the enemy on the west front, dominating the Ypres salient and giving the enemy complete observation. The Germans had neglected no precaution to render the position impregnable.

These conditions enabled the enemy to overlook all our preparations for attack and the enemy moved up re-inforcements to meet us. The battle, therefore, became a gauge of the ability of the Germans to stop our advance under conditions which were very favorable to them, they possessing every advantage of ground and preparation, knowing an attack was impending.

Elaborate Defences

The German forward defences consisted of an elaborate and intricate system of well-wired trenches and strong points forming a defensive belt over a mile in depth, with numerous farms and woods thoroughly prepared for defence and including large numbers of machine-guns. The Germans brought increased numbers of guns of all calibers to bear, not only on the front, but also on the flanks of attack.

Numerous communication-trenches and switch-lines, radiating in all directions and amply provided with strongly constructed concrete dug-outs and machine-gun emplacements, were designed to protect the garrison from the effects of our bombardment. The Germans omitted no precaution

(Continued on Page 19)

Seismic Shock In Central America Engulfs 7 Towns

Reuter's Service

London, June 9 (12.35 a.m.).—Reuter's correspondent at San Juan del Sur, in Nicaragua, cables that San Salvador, the capital of the Republic of Salvador, with a population of over 60,000, has been totally destroyed.

No details have been received, but the catastrophe is undoubtedly due to an earthquake and volcanic eruption.

A message from Tegucigalpa adds that six other towns in Salvador have been destroyed.

[San Salvador has already been destroyed seven times by earthquakes.]

San Salvador, the smallest but most densely populated of the central American Republics, is situated in the heart of the earthquake and volcano belt. The capital of the republic is very near to San Miguel, one of the most active and treacherous volcanoes and which has repeatedly claimed its toll of life and property.

In 1854 and again in 1873, the city was ruined by earthquakes attendant to the volcanic disturbances and ever since its founding by Don Jorge de Alvarado in 1528 it has suffered from time to time from shocks of a varying degree of severity.

The city as it is situated today, on the Asalguate river, is 30 miles inland from the Pacific and a short distance from the original spot of its foundation, whence it was moved in 1539. It is at an altitude of 2,115 feet.

Handsome government buildings, a large university, cathedral, national theater, academy of science and literature, chamber of commerce and astronomical laboratory are among the principal fine buildings of the capital. San Salvador is the most important manufacturing center of the republic and it compared favorably with the smaller capitals of Europe and America.

College Boys Compose Champion Gun Crew

Here is the champion gun crew of the Second Naval Coast Defense Reserve, composed of college boys, now training at the United States Naval Training Station, Newport, R. I. Arthur Cobb, of Williams College, standing at the end, is in command of the crew. Next to him is F. Burchell, of Princeton; then H. B. Jones, of St. Paul's; W. K. Boone, of Princeton; T. M. Conroy, of Brown, and W. D. Whitaker, of Cornell.

U.S. Food Shipments Rapidly Increasing

Gave Allies G. $98,000,000 Worth In April; Only $7,000,000 Below Record

(Reuter's Agency War Service)

Washington, June 7.—Steady gains are being made in food exports from America, which diminished at the beginning of ruthless submarine warfare. It is officially announced that the food shipments for April totalled Gold $98,000,000, as compared with Gold $84,000,000 in March and Gold $67,000,000 in February.

The value of breadstuffs exported in April was Gold $58,000,000, which was Gold $16,000,000 more than in March and Gold $18,000,000 more than in February. The food exports in April were only Gold $7,000,000 less than in January, which was the country's record month.

New York, June 7.—It is announced that a commission of representatives of the Allies in Europe will determine the needs of the respective Allies and communicate them to the missions here, which will submit them to the United States. The latter will be contractor for the Allies and will completely control prices and deliveries. There will be no further private contracts.

Reichsmark's Value Falling Every Day

Down in Amsterdam to 34¾ Against the Normal Exchange of 59¼

(Reuter's Agency War Service)

London, June 8.—The values of the Reichsmark in neutral countries are slumping every day. Amsterdam today quotes 34¾ Guilders for 100 Marks, the normal exchange being 59¼.

RUMANIA'S AIMS

(Reuter's Agency War Service)

Paris, June 7.—An interview with the Rumanian Premier is published, in which he states that Rumania adheres to her aim of liberating the Rumanians in Hungary and considers that the Russian formula of: "No annexation" is consistent with such liberation. Rumania expects the Allies to respect their engagements.

THOUGHT ALEXIEFF SLACK

(Reuter's Agency War Service)

Petrograd, June 7.—It is announced that General Alexieff was placed on half pay because the Government did not consider him to possess the energy, enthusiasm and confidence necessary at the present juncture.

Queen Of Holland's Train Is Derailed

She Aids Wounded, Then Continues Journey to Hague In Goods Truck

Reuter's Service

Amsterdam, June 8.—Queen Wilhelmina has had a narrow escape, the train to which the royal saloon was attached being derailed near Houten and twenty-six people injured. The royal saloon was derailed, but kept upright. The Queen, helped by an Englishman, assisted in bandaging the wounded, subsequently travelling to The Hague in a goods-truck.

Winston Churchill To Head Air Board

(Reuter's Agency War Service)

London, June 7.—Mr. Winston Churchill has accepted the chairmanship of the Air Board. Mr. G. H. Roberts, Labor Member for Norwich, succeeds Mr. George Barnes at the Ministry of Pensions.

AWARD 30 NEW V.Cs.

(Reuter's Agency War Service)

London, June 8.—The Gazette announces that the King has been pleased to confer thirty Victoria Crosses for most conspicuous gallantry in action, seventeen on men in Imperial regiments, one on an Indian, one on a Rhodesian (which is the first gained by a Rhodesian), six on Australians, four on Canadians and one on a New Zealander.

The official accounts of supervalor, though related in uncolored language, almost surpass anything imaginable. A number of the recipients already hold the D. S. O. or Military Cross, some both, with bars. In gaining the highest decoration for bravery, practically all of them have shown most conspicuous gallantry on several occasions.

THRASH AUSTRIANS

(Reuter's Agency War Service)

Rome, June 8.—An official communique reports:—We broke up an enemy attack which was preceded by intensive destructive fire on Vodice.

Big enemy assaulting parties, covered by violent artillery fire, attempted to approach, southward of Castagnavizza. We counter-attacked and repulsed them, capturing prisoners.

FLOODS IN AUSTRALIA

Reuter's Service

Melbourne, June 7.—Serious floods have occurred in Victoria. Townships have been inundated, communications dislocated and much damage done to property. Nine persons have been drowned.

One In 1,800 French Ships Sunk On Trip France To Algeria

Medjerda Was Only Lost Because Captain Chose His Own Route

(Reuter's Agency War Service)

Paris, June 7.—During a debate in the Chamber of Deputies, on submarinism, the Minister of Marine said that, during the war, eighteen hundred voyages had been made between France and Algeria and only one steamer, the Medjerda, had been sunk, because the Captain chose his own route. The number of submarines sunk has appreciably increased lately, owing to the improved surveillance of the Allied naval forces.

During the week ending the 3rd, the number of vessels arriving at French ports totalled 1,005 and the number sailing 938. Three merchantmen over 1,600 tons and two under were sunk and three unsuccessfully attacked during the same period.

Report Pershing's Arrival In England

(Reuter's Agency War Service)

London, June 8.—General Pershing, the Commander-in-Chief of the American expeditionary force, and his Staff have arrived in London.

Borden To Introduce A Conscription Bill

Laurier's Opposition Finishes Negotiations for Coalition Government

(Reuter's Agency War Service)

Ottawa, June 7.—Sir Robert Borden has announced the introduction of a Conscription Bill on Monday.

Owing to Sir Wilfrid Laurier's opposition to conscription, the negotiations for a Coalition Government have broken down.

SILVER MARKET

(Reuter's Agency War Service)

London, June 7.—Samuel Montagu's weekly silver report states that there has been no change in conditions since last week, but the shortness of supplies is rendering the market sensitive to any inquiry.

The Weather

Fine weather. The maximum temperature recorded yesterday was 81.0 and the minimum 63.5, the figures for the corresponding day last year being respectively 75.8 and 60.3.

British Giving Socialists Passports As Russia Wants To Hear Opinions Of All

(Reuter's Agency War Service)

London, June 8.—In the House of Commons, today, Lord Robert Cecil stated that the War Cabinet, after very careful consideration, decided that it was desirable to issue passports to Mr. Ramsay Macdonald and Mr. F. W. Jowett to go to Petrograd, if they applied for them, because the Russian Government had strongly and repeatedly expressed a desire that representatives of the minority, as well as of the majority of working-class opinion, should be allowed to visit Petrograd and had expressly mentioned the Independent Labor Party as one of the bodies which they desired to have that opportunity.

The War Cabinet was advised by those qualified to express an opinion, including Sir George Buchanan, His Majesty's representative at Petrograd and Mr. Arthur Henderson, that a refusal would lead to very serious misconception among their Russian allies and would cause great discouragement to those in Russia most anxious to carry on the struggle for freedom with the fullest energy. If passports were issued to these two Labor members they would be issued for Petrograd.

They were not intended to enable the holders to attend or participate in any international conference at Stockholm and still less to communicate, directly or indirectly, with enemy subjects in Stockholm or elsewhere and it was only on this express understanding that the passports would be issued.

Lord Robert Cecil said that passports for Petrograd would also be issued to representatives of the views of the great majority of the working-classes, if they were asked for.

Mr. Carlyon Bellairs suggested that the holders of passports should give a written undertaking that they would not participate in any conference at Stockholm or elsewhere.

Lord Robert Cecil replied that every reasonable precaution would be taken.

Mr. Ramsay Macdonald asked whether conversations at Stockholm with persons like Dr. Branting, the leader of the Swedish Socialists, were precluded.

Lord Robert Cecil reiterated that the condition laid down by the War Cabinet was that there must be no communication with enemy subjects. Dr. Branting was not only a very highly respected Swedish statesman, but he was by no means hostile to the cause of the Allies.

Petrograd, June 7.—The protest made by Mr. Arthur Henderson, Mr. J. H. Thomas and M. Vandervelde has now been published by the Committee of Soldiers' and Workmen's Delegates, which has invited them to a meeting to discuss the protest.

Rome, June 8.—The Minister of the Interior announces that no passports will be given to Italian Socialists intending to participate in the conference at Stockholm, which is considered to be a maneuver by the Central Powers, helped by Russian extremists.

Johannesburg, June 8.—Socialist and Labor circles, which are actively opposed to German militarism, favor representation at the Stockholm Socialist Conference, in order to voice the opinion of the working-classes against handing back the German colonies. Colonel Creswell, the leader of the Labor Party, is suggested as a delegate.

PICKPOCKETS GET $500 OFF MISS BESSIE ABBOTT

Loot Prima Donna's Handbag At Doors of International Banking Corporation

Miss Bessie Abbott, one of America's favorite prima donnas, now in Shanghai, had her purse picked of $500 in gold banknotes yesterday.

Miss Abbott had gone to the International Banking Corporation on Kiukiang Road to make a deposit and came out with the notes in one bundle in her handbag. She said that at the door she was jostled by half a dozen Chinese, but thought nothing of it until they rapidly dispersed and she found her handbag open. The matter was turned over to the police who think they may be able to trace the thieves by checking up on the exchange shops.

NORWEGIAN OFFICERS SPYING FOR GERMANS

Employes of Bergen-Newcastle Line in Regular Pay; Get Light Sentences

(Reuter's Agency War Service)

Christiania, June 8.—Remarkable revelations have been made in a spy case here and the public are astonished and disgusted by the fact that three Norwegian ex-officers of the Bergen-Newcastle steamship line were paid so much a month for giving the Germans information concerning the movements of ships, the light signals of British harbors, details of British ships repairing and building and the position of British mine-fields. Some newspapers protest against the light sentences inflicted, namely, a few months imprisonment.

CHANG HSUN STOPS IN TIENTSIN: OPENS NEW NEGOTIATIONS

Threatens To Return To Hsuchowfu Unless Parliament Dismissed

DR. WU IS FIRM

Government May Make An Appeal For American Support

JAPAN'S ATTITUDE

Baron Hayashi Declares Disinterestedness In Present Crisis

BY NATHANIEL PFEFFER

Staff Cable to The China Press

Peking, June 9.—The President, after a conference, has decided to stand or fall with Parliament. The rebel Tuchuns' ultimatum, which expires on Sunday, has been rejected, on the strong advice of Dr. Wu Ting-fang. The Parliamentary leaders are also firm.

The ultimatum states that Chang Hsun will not be responsible for the consequences if the ultimatum is rejected. The Government will answer the American note, stating its case and appealing for the support of the United States.

Navy With President

Peking, June 10 (2 a.m.).—Admiral Chen Pi-kwang, Minister of the Navy, and Admiral Sah have telegraphed President Li pledging the united support of the entire navy if it comes to a fight.

The President today assured the Parliamentary leaders that he would not resign under any circumstances and would not dissolve Parliament except constitutionally.

A definite answer to Chang Hsun's ultimatum has not been sent at this hour. The Tuchuns assembled at Tientsin are understood to be awaiting the expiration of their ultimatum today before acting.

Dr. Wu Ting-fang has declared officially that he will refuse to countersign any mandate dismissing Parliament.

Ni Shih-chung's arrival at Tientsin is expected. The departure of many of the leaders of Parliament, leaving less than a quorum, may open the way for a solution without the appearance of yielding to the Tuchuns.

CHINA PRESS' OWN SERVICE

Peking, June 9.—Dr. Wu Ting-fang has formally thanked Dr. Reinsch for the friendly sentiments expressed by the American Government in its recent note, saying that important leaders are effecting mediation from various sides and a peaceful solution of the crisis is expected soon.

Baron Hayashi has informed the Government of Japan's disinterestedness in the present crisis.

Chang Hsun, after consulting with the headquarters of the independent Provinces at Tientsin, has demanded Parliament's dissolution before coming to Peking, while, on the other hand, President Li and Dr. Wu urge Chang Hsun's presence, for a personal conference and fresh developments are exepected shortly.

Deny U. S. Aiding Rebels

Reuter's Service

Washington, June 8.—Secretary of State Lansing states that the report published in the Chinese press that the United States is supporting and financing the revolution in China is absolutely false. The United States has taken no action of any sort toward the revolution. America's great and constant interest in China is for the prevalence of good order and domestic tranquillity.

Chang Hsun's Terms

Reuter's Pacific Service to The China Press

Peking, June 9.—The following are the terms which General Chang Hsun requires accepted before he comes to Peking to mediate: The

dissolution of Parliament; establishment of a responsible Cabinet; dissolution of the Provincial Assemblies; punishment of a number of officials in the President's Office; the re-drafting of the Constitution; pardon for all persons who participated in the monarchical movement.

The officials whom the Tuchuns demand shall be punished are Ting Shih-yi, Ha Han-chang, Ching Yuen-yen and Li Shu, former Secretaries to the President. An order has been issued for their arrest by the Tuchuns' headquarters and Ha Han-chang was arrested in Tientsin, yesterday.

General Chang Hsun has informed the President's delegate who went to Tientsin that, unless these terms are accepted within 48 hours, he will return to Hsuchowfu. It is understood that the President is determined to stand firm and not commit any illegal action, in which he has the support of Dr. Wu Ting-fang and, therefore, General Chang Hsun's terms will be rejected.

The next move of the Tuchuns is awaited with expectancy. Meanwhile, General Chang Hsun is living in a palatial residence, in what was formerly the German Concession, in Tientsin and is being much feted. He has sent printed proclamations to Peking, informing the people that he is coming to the Capital to settle China's troubles and they must remain calm.

The truculent behavior of General Chang Hsun's troops is causing uneasiness in the South City, where they are established in two camps, one at the Temple of Heaven and the other outside Yungtingmen. Their arrival attracted crowds of Chinese, but any onlooker who approached too close to their camp was struck with the butt of a rifle, which appeared to afford the soldiers the greatest amusement.

All Quiet at Ichowfu

Special Correspondence of The China Press

Ichowfu, Shantung, June 6.—Quiet prevails here. The threatened return to a monarchy has not been exciting enough to stop the daily routine of work. The farmers are too busy cutting and threshing their wheat to care much which side prevails just so their crop can be harvested. We continually hear sentiments in favor of a return to a monarchy, the chief reason being that taxes were lower under the monarchy than under the republic. Some are even blaming the dry weather on the republic. Aside from this there is a strong sentiment in favor of the republic and the recent move has not met with much approval.

Loot Ni Shih-chung's Home

Special Correspondence of The China Press

Near Pengpu, Anhui, June 7.—We have just heard of a prompt and unfortunate result of the Tuchuns' rebellious expedition, in the shape of the looting of Ingchowfu in the west of this Province. Taking advantage of the fact that all but a handful of troops were withdrawn for the northern enterprise, the bandits, to a number of one thousand or more, attacked the city a few days ago and looted it. It is said that the Yamen was burned and several hundred other "chien" of houses and that a daughter of the Magistrate was killed. This is Ni Shih-chung's home town, which is a poetic justice.

There need be no illusions about how this present movement is regarded in the Provinces. Your correspondent has private information that many men in the Governor's own army dislike and disapprove of his course. To be sure the large body of his troops know little and care no more about national affairs and are willing to go where they are sent providing their pay is secure. But there is certainly no enthusiasm among them for fighting on the present issue and a certain number of them heartily disapprove of it. Your correspondent had a conversation with the Magistrate in charge of a neighboring magistracy a few days ago in which he bewailed the pass to which the military men were bringing China.

So far as there is any public opinion among the people it is strongly on the side of the President and entirely against the military clique. The young scholars, and all who read the papers, see absolutely clearly the issue, namely, that it is a question whether China shall be ruled under a constitution by representative government, or by a military clique. Ever since the first revolution, China has been conscious that behind all forms of government there has been a military force whose word would become law, however veiled the fact might be by an attempt to proceed under constitutional forms. As yet there has never been an hour when the representatives of the people have been in control of the situation.

The present issue was brought up by an attempt of the President to at last subordinate the military element to the civil. If Parliament is dismissed at the command of the Tuchuns, and still more, if the President is obliged to retire, the military men will have won. If so it will be idle to say that China is governed under republican forms. As I said above, the issue is perfectly plain to the large majority of the thinking men and they are heartily with the President in his attempt to get the constitution in effect. The idea of Chang Hsun acting as "mediator" in the matter is ridiculous to all of us who live in his neighborhood and know how thoroughly he is against the Republic.

At The Theaters

A thrilling new serial, surpassing in sensations even that exciting masterpiece, "The Iron Claw," is to have its introduction at the Apollo Theater, tomorrow, when "The Shielding Shadow" comes to that playhouse. The new wonder serial was written by George B. Seitz, author of "The Iron Claw" and is in 15 episodes, each of two reels length. The cast contains such stars as Grace Darmond, Ralph Kellard and Leon Bary. The first two reels, "Treasure Trove" and "Into the Depths" will be shown tomorrow night, besides two comedies and a Pathe Gazette. The bill for this afternoon and tonight features "The Double Image" and several short films.

A big spectacular production, "The End of the World," will show at the Olympic for four days commencing Monday. It is in six acts. This afternoon and tonight will see the last exhibitions of the great war film, "The Battle of the Ancre and Advance of the Tanks."

Charlie Chaplin in his screamingly funny film, "The Pawnshop," comes to the Victoria for a brief run of four nights commencing Monday. This was Chaplin's first big hit under his new $670,000 contract with the Mutual corporation. This afternoon and tonight the 11th and 12th episodes of "Peg o' the Ring."

The baffling "Mysteries of Myra," 7th and 8th episodes, is to be seen at the Isis Theater, matinee and night today. In addition the program contains three laughable comedy films.

The Frawley Company -:- By Domino

It was between acts two and three of "The Outcast" that I first came face to face with Mr. Tim Frawley, but he was too busy even to look at me. He happened to be engaged with a couple of wings which needed adjusting, and no-one was by to tackle the job our Mr. Actor Manager just did it himself. There is nothing in the way of swank about Frawley. I haven't the faintest idea who he voted for in the last election, but as far as the commonly accepted meaning of the word goes, he is a democrat. You have already noted that he does not grab all the leads for himself, he is out to give everybody a chance, and he also helps everybody, and that is why he is so popular with all the members of his clever company.

Well he was here a long time ago, in fact it was as far back as 1902 and I cannot remember what it was he appeared in. He has been all over the place acting, and has always found a very warm welcome in India. And India can be cold to actors!

* * *

I was not quite sure what to expect when I first heard that an all American Company was to occupy the Lyceum Theater for a while. Life in the Far East as elsewhere is not without its little old uncertainties, you know. As a matter of fact a pleasant surprise awaited everyone. The Frawley Comedy Company is the best I have seen out here during the last seven years, and a play goer of over eighteen years local standing said he had to confess that the present occupants of the Lyceum were the very best he had ever heard. Yes, we have had stars out, and stars that twinkled in both the London and New York firmaments, but for an all round, well balanced pack, this one takes the biscuit. "I am very proud of my boys and girls" said Frawley to me just before calling them to a rehearsal of "Jerry."

* * *

Did you see "The Outcast"? If you did not, and if you are as fond of a good play well acted as I am, you have my sympathy. Apart from the play, or its acting, you would have seen Miss Eva Lang. She was altogether charming. Last night she played to an absolutely packed house, that gave her half a dozen or more curtains after each act. Yesterday I had the pleasure of talking to her for quite a long time. She is-er-well she is just the nicest, sweetest, cutest little American girl, that I have ever met. She really is awfully nice and I need not tell you how clever she is. And she is so popular in the states that it took all the persuasive eloquence of a Tim Frawley to get her to move. I asked her if she confined herself to the emotional parts as in "The Outcast" but just then one of the company chimed in and said "Why Eva is a comedienne."

On Tuesday night next we shall have the opportunity of seeing her in a part which will be in direct contrast with what she had to do in "The Outcast." She is to take the part of "Jerry," "The Girl An Hour Ahead Of Time," The story has to do with a bright Chicago girl (Jerry by name) who is out to paint the town of Philadelphia a vivid color. She does it. I am told that "Jerry" is another scream, and after the style of "Fair and Warmer." By the way Miss Eva Lang is very fond of golf and she simply adores baseball. Those little weaknesses should help her in "Jerry."

* * *

Miss Cordelia Haager is as merry and bright as they make them. She chatters along and smiles her way into the flintiest heart. Not that mine is at all flinty! This is her first venture in straight comedy. "Fair and Warmer" gave her the chance, and she took it. Before that she was a vaudeville artiste, and in her successful wanderings she has appeared at the Coleseum, the Pavilion and other London houses. She likes her new work tremendously. I asked her what she liked best. She said that kittens were cute, and she loved them. She also is a baseball enthusiast. But who from America isn't?

* * *

Is John Halliday an Englishman? That is a question that is being asked by all sorts of people, and the player can take it as a compliment, because it arises on account of his excellent diction, that is, excellent from the British standpoint. I asked him whether he paid first allegiance to the Stars and Stripes or to the Union Jack. He said they were both good flags, but as both his mother and father were Americans, and as he was born in America, he supposed he could lay claim to being an American. Mr. Halliday has spent a big slice of his short life in England, in fact he was educated there, and he has also had any amount of experience in acting. Most of his work has been done in New York. By the way it is interesting to know that one of his best pals is Montague Love, who was a popular member of the Lang Company that visited us a few years ago. John Halliday is one of those enthusiastic fellows that you cannot help liking. He looks upon the bright side of things and sees the best in everybody and everything. He was describing to me the company's visit to Honolulu and the stage and everything else seemed to slip away and he was back again in that enchanted place. He described it with the appreciation of an artist. He evidently throws his whole soul into anything good that he is doing. I like fellows of that sort. I haven't space to say much about his acting here but you will have plenty of opportunities of satisfying yourself on that score.

But I must stop. I should like to say much more about all the folk already mentioned, and also about all the others whom I have been unable to crowd into this little chat but it must wait for a future occasion, when we shall all be much better acquainted with the very charming lot who are at present occupying our premier house of entertainment.

To The Public of Shanghai

Mr. T. DANIEL FRAWLEY wishes to announce that owing to the extensive repertoire which the Frawley Company is to present during its brief season at the Lyceum Theater, repetition of

"THE OUTCAST"

the famous play which has thrilled Shanghai audiences during the last two nights, will be impossible after tomorrow night.

BRITISH AERIAL SUCCESSES

(Reuter's Agency War Service)

London, June 8.—The Admiralty issues the following communique: On Wednesday, naval aeroplanes attacked and drove down two enemy machines, out of control, three miles north-eastward of Dixmude and a naval pilot shot down another, out of control, five miles north-eastward of Dixmude.

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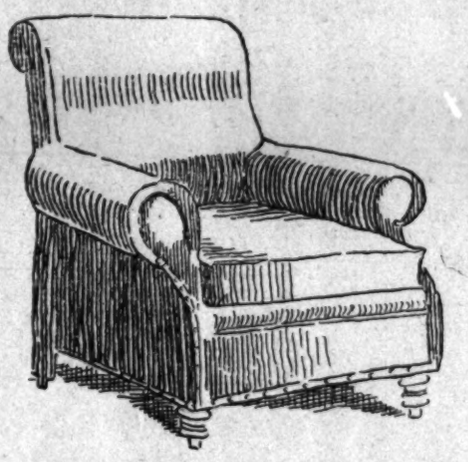

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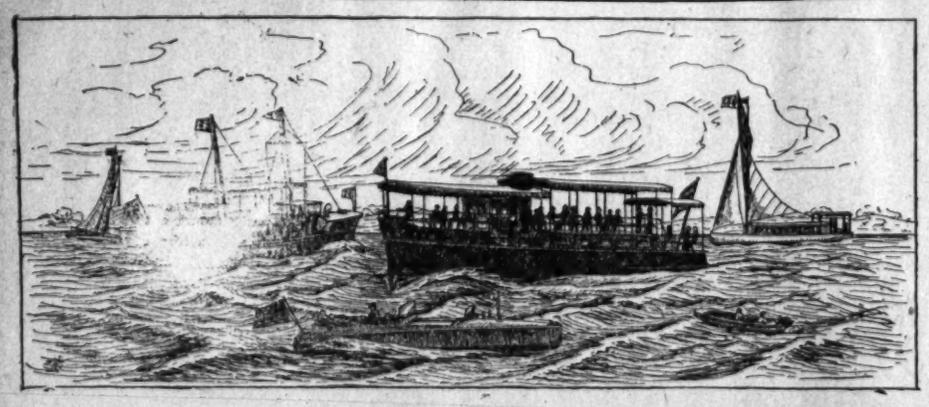

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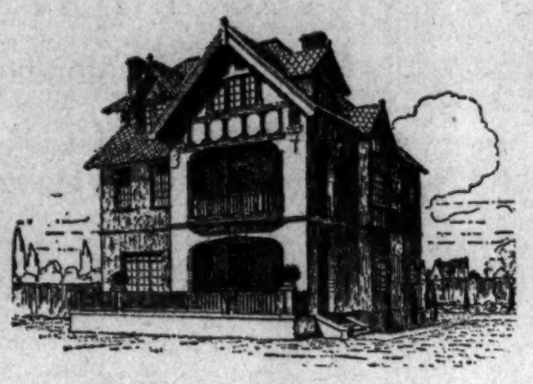

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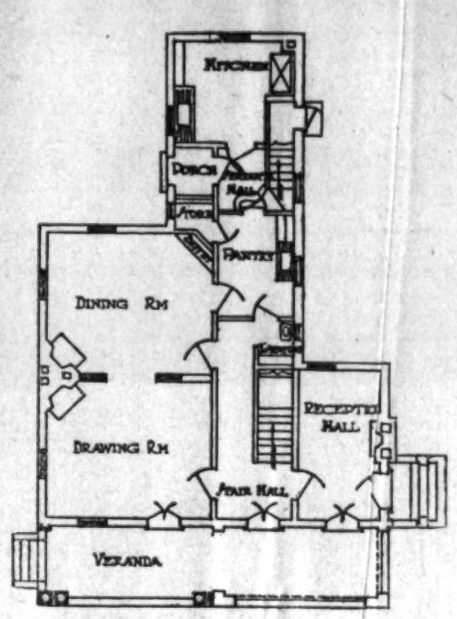

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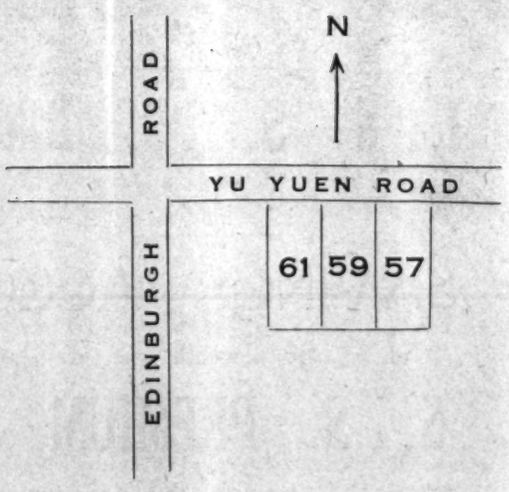

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-:- U. S. Court for China -:-

Raven Co. Loses Case

A decision of wide importance to American business men in China, one affecting the organisation of corporations in this country, was handed down by Judge Lobingier in the United States Court for China yesterday.

Judge Lobingier ruled against Frank J. and E. S. Raven and Frederick Sites in their application for mandamus to force Acting Clerk of the Court Paul McRae to file articles of incorporation under the laws of Alaska for the firm to do business of banking. The proposed articles of incorporation, Judge Lobingier held, did not meet the requirements of the Corporation act of Congress of 1903, extended to China by the extension act of 1860. But, the decision holds, the laws of Alaska may, nevertheless, be applied to China, if in conformity with the act of 1903. Hence the proposed firm may incorporate if its articles are changed so as to conform to that law. Attorney Fleming for the relators said that he was not yet prepared to say whether this will be done.

The decision follows:

Syllabus

1. Laws of the United States extended to China by the Act of Congress of 1860 can be withdrawn only by a similar act.
2. Congress cannot constitutionally delegate to a territorial legislature the power to withdraw acts thus extended.
3. The Corporation Act of Congress of March 2, 1903, appears to be suitable to conditions in China and necessary to execute the treaties, and is consequently extended here by the general act of 1860.
4. The requirement in said Act of 1903 that proposed articles of Incorporation be filed in the office of the Secretary of the district is sufficiently complied with here by filing them with the Legation.
5. The further requirement therein that said articles be filed in the office of the Clerk of the District Court is met by filing them with the Clerk of this Court.
6. But said Clerk is required to record only such articles as are properly filed and only articles which comply with the law are entitled to be filed.
7. Proposed articles of incorporation examined and found insufficient to meet the requirements of said Act of 1903.
8. The Clerk cannot be compelled by *mandamus* to file or record insufficient articles.

Original application for *mandamus*. Messrs. Fleming and Davies, by Mr. Fleming, for relators. Earl B. Rose, Esq., for respondent.

Lobingier, J. This is an application for a writ of *mandamus* to compel the Acting Clerk of this Court to file and record certain articles of a proposed corporation "to carry on the business of banking in all its branches" and for various other objects therein declared. The articles are tendered under the Act of Congress of March 2, 1903 and the respondent alleges that this "is not now in force and effect within the jurisdiction of the United States Court for China." It is conceded that said Act was once in force here but it is contended that because Congress, about a decade later, in organising the territory of Alaska provided that

> "all laws now in force in Alaska shall continue in full force and effect until altered, amended, or repealed by Congress or by the legislature,"

and because said legislature did enact a new corporation law effective January 2, 1914, the Act of March 2, 1903, thereby ceased to be operative in China.

We have not at hand an official copy of the territorial statute just mentioned and the copy furnished fails to disclose a repealing clause. For aught that appears the said statute may be merely cumulative to the Act of Congress of 1903, just as the latter was itself cumulative to the corporation laws of Oregon which had previously been extended to Alaska and which, it was held, continued in force despite the corporate legislation of Congress above referred to.

But, assuming that the legislature of Alaska did attempt to repeal the Act of Congress of March 2, 1903, we are of the opinion that such attempt was ineffectual so far as this jurisdiction is concerned. For in the first place the Federal Constitution provides that "all legislative powers herein granted shall be vested in a Congress," and the courts hold that power so vested cannot be delegated to another body. This attempt to confer on a territorial legislature the power to repeal Acts of Congress is a recent departure, never having been made, so far as we are able to ascertain, except in this organic act of Alaska and in the more recent statute extending local self government to the Philippines. It is a departure which has not yet been supported by any judicial decision, which we have found, while it is contrary to the doctrine noted above and supported by numerous authorities.

But even were it permissible to delegate to a territorial legislature the power to repeal Acts of Congress for the former's own territory this would not afford a precedent for the contention here made. For if respondent's position as to this point were correct we would have the strange anomaly of Congress delegating to a territorial legislature the power not only to repeal congressional enactments operative in its own territory but also to legislate for residents of a distant region like China. This would amount to a legal and political monstrosity.

Nor is this a case where a law was passed with a provision that it should remain in force for a limited period only. The Act of Congress of March 2, 1903, contains no such provision; its duration was as unlimited as any other law. It is true that another act, passed nearly a decade later, provided all such laws were to "continue in full force and effect until altered, amended, or repealed by Congress or by the legislature." But this was not a repeal nor does it expressly authorise the legislature to repeal and it would not become effective even as a limitation without a delegation of legislative power, which as we have seen, is contrary to elementary principles.

The practice of extending over one jurisdiction laws originally passed for another, is not new in American jurisprudence. As early as 1790 the laws of Maryland and Virginia were continued in force over the respective portions of the District of Columbia which had been ceded by those states. This was renewed in 1801 and much of the old Maryland statute law remains in force in said District to this day solely by virtue of such extension. In 1825 Congress extended the criminal laws of each state over all Federal territory and property located within its boundaries, thus making a violation of such state law "an offense against the United States." The same method was not infrequently employed during the formative period of western America when new territories were created. Thus the laws of Iowa were extended over the newly formed territory of Nebraska in 1855, while a generation later the Nebraska laws ere extended over Oklahoma organised in 1889. Meanwhile, in 1884, the laws of Oregon had, as we have seen, been extended over Alaska. These are but a few of many similar instances. Congress was merely following precedent, therefore, in enacting, as it did in 1860, that

> "the laws of the United States . . . are hereby, so far as is necessary to execute such treaties, respectively, extended over all citizens of the United States in the said countries (including China). . . so far as such laws are suitable to carry the said treaties into effect."

The result of a well known decision of the Court of Appeals is to construe the phrase "laws of the United States" as here used, to include any appropriate Act of Congress without regard to the locality to which it was originally intended to apply. But the doctrine does not rest on that decision only for the Federal Supreme Court has later held that the equivalent phrase, "statute of the United States" as used in a general law, includes a local Act of Congress limited in its terms to the Philippines.

In making such extensions Congress has expressly adopted the principle that an extension by it precludes abrogation by any other body. Thus in extending over Federal territory the laws of a particular state it was provided, as early as 1866 that "no subsequent repeal of any such State law shall affect any prosecution for such offense in any court of the United States."

A similar provision was embodied in an Act of 1898. Nor would such express provisions appear necessary. On principle it would seem that since Congress alone may extend laws to China, it alone may withdraw them when so extended and that the Act of a territorial legislature could have no effect on such laws.

II

It is conceded, as we have seen, that the corporation Act of Congress of March 2, 1903, was extended to China. But the questions involved are too important to rest upon a mere concession and we shall therefore inquire whether said Act meets the requirements of the extending law above quoted—whether in other words, it is one of the laws "necessary to execute the treaties" and suitable to carry them into effect.

Now one of the primary objects of the treaties was the promotion of commerce, that can hardly be accomplished in these days without corporations and a law authorising their formation would seem to be one of the laws "necessary to execute the treaties."

Moreover this Act of March 2, 1903, is not only the latest expression of Congress on the subject of incorporation; it seems to us the most suitable. The legislation on that subject enacted for the District of Columbia is not only much older but seems to be confined mainly to special classes of corporation. The Act in question, however, appears to be an up to date general incorporation law. Neither the argument of this case nor a careful scrutiny of the Act itself has brought to light any feature of it which is unsuitable to conditions in China. It requires, it is true, a copy of the articles of incorporation to be filed "in the Office of the Secretary of the District" but in the case of extended legislation such provisions are to be construed not literally but as meaning the corresponding office, which in China would seem to be the Legation. Thus in applying the Oregon statute which required filing with the County Clerk, the United States District Court for Alaska held that it would be sufficient to file with a similar official.

> "Here, then, was the officer corresponding to the county clerk, with whom the other certificate might be filed. We are of the opinion, however, that a filing of the second certificate with the clerk of the court would have met the requirement, for it is well settled that the intention of the Legislature should not be defeated by a strict construction of the statute. . . The intention of Congress is gathered, and by following out this obvious intention the persons desiring to incorporate, while not filing with an actual secretary of state and an actual county clerk, are substantially complying with the law when they file with the surveyor general and the clerk of the court for the division in which they intend to carry on the business."

The chief copy, however, is required to be "filed in the office of the Clerk of the District Court" and to that designation the Clerk of this Court well corresponds. The incorporation is thus effected by an officer of the Court and the concern placed under its observation from the start. Each year the corporation must file with said Clerk a list of its officers and notice of any changes therein must likewise be filed. The opportunities for official supervision are, therefore, much greater than in the case of corporations formed, as many have been, under the laws of some distant state, to do business in China where no official inspection on the ground is possible.

Moreover the conditions both preliminary to, and after, incorporation are strict. The articles are required to state full particulars, all stock must be paid for "at its true money value" and "every stockholder shall be personally liable to the creditors of the company for the amount that remains unpaid upon the par value of his stock." Again, the act provides

> "That it shall not be lawful for the directors to make any dividend in new or additional stock, or to make any dividend, except from the net profits arising from the business of the corporation, or to divide, withdraw, or in any way pay to the stockholders, or any of them, any part of the capital stock of the corporation, or to reduce the capital stock of the corporation unless in the manner prescribed in this chapter or in the articles or amended articles of incorporation or by-laws; and in case of any violation of the provisions of this section the directors under whose administration the same may have happened, except those who may have caused their dissent therefrom to be entered at large on the minutes of the board of directors at the time, or were not present when the same did happen, shall, in their individual or private capacities, be jointly and severally liable to the corporation and the creditors thereof, in event of its dissolution, to the full amount so divided or reduced or paid out."

The corporation must "keep correct and complete books" which must "at all reasonable times, be open to the inspection of stockholders," and every year the principal officers must prepare and publish for three successive weeks in a newspaper of general circulation in the jurisdiction a sworn statement showing

> "First, the number of shares of capital stock outstanding; second, the amount paid in on each share of stock; third, the actual paid-up capital of the corporation; fourth, the actual cash value of the property of the corporation and the character, location, and nature of the same; fifth, the debts and liabilities of the corporation, and for what the same were incurred and whether the same are secured or unsecured and the amount of each kind, and, if secured, the character and kind of security; sixth, the salaries severally paid each and every officer, manager and superintendent of the corporation during the preceding year; and, seventh, the increase or decrease if any of the stock, the capital, and the liabilities of the corporation during the preceding year."

With the Court officers ready to see that these requirements are observed the interests of both the public and the stockholders appear to be amply safeguarded. No defect or shortcoming has been pointed out in this statute, as compared with the most advanced corporation laws and if Congress could, after long effort, be persuaded to enact another law, especially for this jurisdiction, it is not apparent wherein it would excel the present one. We are, therefore, of the opinion that the Act of March 2, 1903, is quite as "necessary" and "suitable" as the other "laws of the United States" which have been held by this and other courts to have been extended here by the general act above quoted. For there can no half way adoption of that doctrine; it includes all such laws or none. It cannot logically be restricted to any particular class of acts. It is just as applicable to civil laws as to criminal; just as necessary in respect to corporations as to procedure.

III

But the "suitability" of this Act of March 2, 1903, depends upon its requirements and its applicants for incorporation thereunder must show compliance therewith so far as compliance is possible before incorporation. *Inter alia* the act requires the articles to state "the amount of capital stock of said corporation, and how the same shall be paid in." The importance of this requirement becomes apparent when read in connection with the following:

> "No corporation shall issue any of its stock, except in consideration of money, labor, or property estimated at its true money value."

The object of this is evidently to insure a *bona fide* capital at the start and to prevent incorporation with merely "watered" stock. Clearly this is a wise precaution whose observance must be strictly enforced.

Examining, in the light of this requirement, the Articles here tendered we find that the applicants have stated "the amount of capital stock" but not "how the same shall be paid in." It does not appear whether the stock has been issued (and hence the capital created) "in consideration of money, labor or property" or something else, nor whether, if the consideration is other than money it is "estimated at its true money value."

Moreover the articles fail to show whether the capital stock is to be paid in before incorporation or after.

Again the act provides that corporations organised thereunder "shall have the right to acquire and hold only such real estate as may be necessary to carry on their corporate business."

We are disposed to agree with respondent's counsel that this provision is infringed by the recital, in the Articles of the proposed corporation, of an intention

> "To take, own, hold, deal in, mortgage or otherwise lien, and to lease, sell, exchange, transfer, or in any manner whatever dispose of real property wherever situated."

Now the Clerk is required to record articles only after they have been filed and the only articles which are entitled to be filed are those which contain the particulars prescribed by the statute. Doubtless the act of filing is a ministerial rather than a judicial one, but the law seems to be well settled that the recording officer cannot be compelled by *mandamus* to accept for filing papers which, on their face, fail to comply with the statute. And since the recording of the articles perfects the corporate existence which can then be questioned only in a direct proceeding it seems to be not only the right but the duty of the officer to see that such existence does not commence until the conditions prescribed by the law have been fulfilled. In providing for incorporation through the machinery of the Court, and imposing the responsibility upon its officers, the act which we are now applying seems to have been intended to prevent the evils of loose and reckless incorporation by making possible in advance a careful scrutiny and strict exaction of all prescribed conditions. This offers opportunities of supervision which would be lost if the recording officer were treated as a mere automaton, obliged to accept any corporate papers which might be presented.

Having reached a conclusion which disposes of the case before us we find it unnecessary to prolong this opinion by entering upon a consideration of the other question discussed in argument, viz., whether, under the law which we have found to be in force here, banking corporations may be organised. Since a determination of that question is not necessary in order to decide the pending cause whatever we might say thereon would be *obiter dicta* and we prefer to discuss it only when the necessity for adjudication arises.

For the reason that the proposed articles of incorporation do not, in our judgment, comply with the statute, the writ of *mandamus* is denied.

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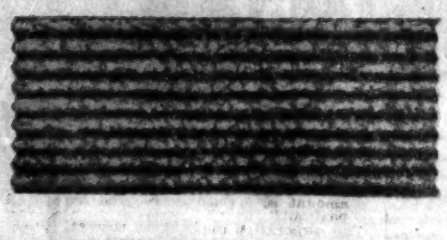

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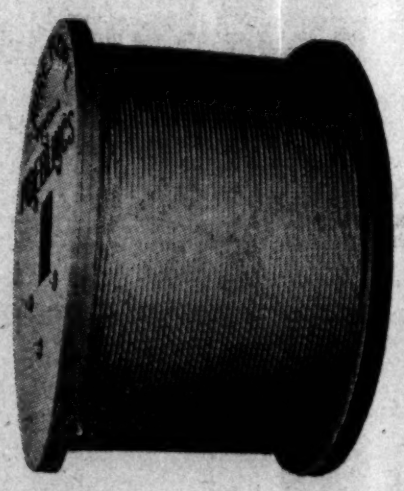

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AGENCIES THROUGHOUT THE FAR EAST

Expect Tuchuns to Accept Conditions of Chang Hsun

BY NATHANIEL PFEFFER
(Staff Correspondence)

Hsuchowfu, June 7.—Chang Hsun, monarch of Hsuchowfu, has left for Peking and it is not too much to say that with him goes the fate of the Tuchuns' rebellion. There is little doubt that what he gives his approval to the Tuchuns will accept.

So far as one can see here, half way up to the capital, it will not come to an open break. The assumption in this part of the country is that the President has not the military strength to make any resistance and on that assumption the conclusion of a compromise is based. Nanking, Pengpu, Hsuchowfu—at each camp of the military leaders they reiterate that.

The military chieftains up this far still state their demands with moderation: only the dismissal of the present parliament and the election of another, this in spite of the fact that parliament already has practically dismissed itself. No change of president, no abandonment of the republic, no reinstatement of Tuan Chi-jui, no increased powers of the Tuchuns: only the dismissal of parliament and the election of another. As to the so-called provisional government in Tientsin, Chang Hsun explained that as being merely a sort of staff headquarters for the Tuchuns.

The exceeding openness and directness with which this ultimatum is given is not without its element of suspiciousness, especially when it has already been automatically granted. There is some ground for the supposition that the insistence on parliament's dismissal as the only issue might serve as an excuse for the Tuchuns if later they decide it will be necessary for peace and the best interests of the country to do more.

There is also a suspicious positiveness about their denial of monarchical intentions. Even Chang Hsun spurns the idea, though he did say, in his interview with the writer, that he wanted pardons for those connected with Yuan Shih-k'ai's abortive restoration.

This sudden interest in parliament, both Ni Shih-chung and Chang say, was born of its refusal to declare war on Germany. That might be more plausible if it were not so certain that the present situation was being planned long before the war issue arose. It is far more likely that the Tuchuns, even if they don't overthrow the President and the republic, intend this as a demonstration to chasten the government and to serve as a warning for the future to those who seek to balk the military powers of the country.

As for Chang Hsun, he has been playing a careful game—and it has been largely his game all the way through. How much he has taken the initiative has not been estimated, but he has surely been cognisant of it from the beginning. There are many indications pointing that way.

For one thing, there are his relations with Ni Shih-chung. It is an open secret that up to a couple of months ago there was little love lost between Ni and Chang. About that time Chang left Hsuchowfu for Pengpu, where he held a long conference with Ni. A short time later a private telegraph line was strung between Chang's yamen here and Ni's in Pengpu.

For another thing, there is Chang's Number One wife. Up here they will tell you that Mrs. Chang—a woman of cultivation, a former Manchu princess given to him in marriage by the Dowager Empress as a reward for his services in the Boxer war—is to a great degree the brains of the yamen. Certainly she is his business agent. It is she who makes Chang's trips from him when there is business at the capital and elsewhere, and when she goes she goes with as much state and ceremoney as he himself. And Mrs. Chang returned from Peking only a week or so ago.

But Chang Hsun has not been spolling for a fight. He has not cast in his lot unreservedly with the Tuchuns. He, too, has assumed the role of mediator as one with greater potentialities. In that he is taking a leaf from the book of Feng Kuo-chang, his strongest military rival in this part of the country. It is exceedingly doubtful whether Chang took the lead in the secession.

It is far more likely that h's consent was obtained by the other Tuchuns, as well as his more or less passive support. The fact that the President has appealed to Chang to come to Peking and has even provided him with cars from the Peking-Mukden railroad points that way.

As for Ni Shih-chung, he has been little more than a mouthpiece and scapegoat. So far, he is the only one of the Tuchuns who stands to lose face if the coup fails. Chang Tso-lin is the only other who has committed himself as unreservedly. And that both Ni and Chang Tso-lin are willing to risk, because it is known that immediately after the Tuchuns left Peking the President issued a mandate dismissing Ni, Chang Tso-lin and three of the other Tuchuns. He was later persuaded to withdraw that mandate because it would precipitate trouble, but it leaked out nevertheless, as everything does in Peking. And Ni came home, breathing fire.

As to the military side, there is far more caution than in making demands. None of the Tuchuns, however indignant at the "usurpations" of parliament, is going to take any great chances for himself. Nearly all of them, from the plans given the writer by Feng Kuo-chang, Ni Shih-chung and Chang Hsun, are going to stay home and keep most of their armies with them. Ni Shih-chung has sent only five or six thousand men, Chang Hsun will use only 5,000 and no more have gone from Fengtien and Shantung.

When you ask them whether they will send their ent're armies against Peking, they affirm with great positiveness that there won't be any fighting. When you ask them what they will do in case the President does fight, they say that there won't be any fighting. And then they proceed to tell you at length that peace is best for the country and that they only want peace, and they insist on the President's yielding because they want peace.

But no Tuchun is coming out flatly to stake all he has, even for the principle of efficient parliaments. So there has been a deal of jockeying in the last week, a vast deal of negotiation under the surface, for the purpose of making enough of a threat to impress Peking without at the same time submitting anybody to the risk of losing all if the threat fails of effect.

ICHOWFU WHEAT CROP FIFTY PER CENT LOSS

Special Correspondence of The China Press

Ichowfu, Shantung, June 6.—The wheat harvest near Ichowfu may be considered half a crop. Thirty miles north the wheat will not make more than one-third, while in some sections not more than enough to sow. South of Ichowfu the wheat may be half a crop and more.

Much ground was unplowed this spring and little kaoliang has been sown. Although there have been scanty rains not enough has fallen to soften the ground so that the spring crop could be sown.

Pilgrimages to temples are a daily occurrence. Villages go together and parade the streets here, burning incense. One band of fifty pilgrims was sent to the temple on Laushan near Tsingtau in the hope that burning incense there would have some effect. More temples have been repaired this Spring than in all the previous twenty years put together but the dry weather and destitution continues.

Robber bands are more numerous than usual but are held well in check by the constant vigilance of Chang Ting-ling, the military official.

Troops Withdrawn To Attack Capital, Bandits Renew Depredations

Town Near Sutsien, in Kiangsu, Looted; Robbery And Pillage Nightly Events

Special Correspondence of The China Press

Sutsien, N. Kiangsu, June 5.—A wire has come to the soldiers here to report to Hsuchow to General Chang Hsun. That has a rather ominous sound to it. A wire has brought the further news that the merchants here must cease shipping goods by way of Hsuchow, because the railroad there is being used for transporting troops, and all freight traffic is stopped. All this would seem to indicate that whether the Tuchuns mean to fight or not, they are certainly moving their troops to the center of disturbance.

It is clear that General Chang Hsun is concentrating his troops for some purpose. At present all is quiet here. The canal is too low fur use now, so that troops could not very well be sent from the south in this direction, and at present Chang Hsun seems to be taking his troops north instead of in this direction. So far, the Chinese here do not seem to have gotten as much disturbed over the prospect of a rebellion, as they did over the opium seed sowers.

Opinion among the best informed Chinese seems to be divided as to the real cause of the disturbance at this time. Some of them seem to think that the question of declaring or not declaring war with Germany is the root of the upheaval, others of them seem to think it is a clear case of monarchists against republicans. These last say that the Tuchuns have taken this as a favorable opportunity to strike for a monarchy.

This is a most unfavorable time for having the troops withdrawn from this section, as Chang Hsun is doing. The country is already in famine condition and the prospects for the near future are anything else but bright. Unless this north country gets a rain soon, there is every probability that there will be a famine worse than any since the one of '78.

As usual during famine times the country is full of robbers. Two hundred robbers took a town not more than seven miles from here a few nights ago, looted the whole place and got away with their booty. The soldiers from here had a slight battle with them in which some of the soldiers were killed, though none of the robbers seems to have been hurt.

Yesterday a band of four hundred robbers, encamped about twenty miles from here, sent in a challenge to the Sutsien soldiers to come out and fight them. They forced a woman from their neighborhood to bring in the challenge, by holding her child as a hostage until she had carried the letter. The soldiers went out soon after that in the direction of the robber band. The report now is that they received Chang Hsun's message before they got very far on their journey, and headed for Hsuchow instead of the robber camp.

Pillaging and looting by the robbers around here is a nightly occurrence. For some time the robbers have been capturing and holding for ransom prominent men or their children. Already they have killed some of their captives when they have been pursued by the soldiers. The control of the robbers in this section is poor enough in quiet times, and we dread to see any disturbance that will draw off the soldiers and otherwise slacken the vigilance exercised here.

TOO DRY FOR RICE PLANTING

Special Correspondence of The China Press

Hwaiyuan, Anhui, June 7.—Our wheat crop is in and by some sort of a miracle it has not been a failure. We have had practically no rain since winter and yet the wheat has been better than was expected. However, if rain does not come soon, the rice can not be planted and the other fall crops will certainly be a failure.

Capt. Schmitt To Tell Story Of His Escape

Thursday, June 14, at 9.15 p.m. a musical and variety evening will be given at the Cercle Sportif Francais with the kind assistance of Mesdames Fanc, Fabre, Banham and Beale. M. Dufaure de la Prade will give a recitation. Capt. Schmitt, Chief of the French Municipal Police, who was wounded and captured by the Germans during the present war will tell, with the permission of the French Authorities, how he managed to escape. Members of the C. S. F., their friends and all Allies are cordially invited. A collection will be made during the evening for the benefit of the French families lately emancipated from the German yoke.

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1,500 White Cotton Vests. American make. Easy fitting and fine for summer wear. Sizes: small, medium and large.

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In the best shades, soft double cuffs.

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Something "more than a little better"

Usual Price $6.00 dozen

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Neat vertical stripe designs and different colours.

Usual Price $1.25 pair

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27 White Washing Belts. With triangle color embroidery, quite smart.

Usual Price 75 cts. each

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8 Pretty Openwork Belts. Fine quality muslin for wa hing

Usual Price 75 cts. each

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Coloured Border Handkerchiefs

Full size, fast colour.

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Sale Price 6 for $1.50

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Usual Price $2.75 doz.

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Usual Price $1.50 each

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2,000 pairs

Ladies' White Lisle Hose

Usual Price $1.00 per pair

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27 Pairs Black Lisle Hose. Pretty lace ankles. 9 and 9½ inch.

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72 Pairs Slip-On Lisle Gloves. 2 button length, White and Grey only

Usual Price $1.00 pair

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Plain Colour Oxford Ties, for bows.

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Fancy Silk Oxford Ties, for bows, neat patterns.

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Usual Price 55 cts. each

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220 ROSALIND WRITING PADS. 100 sheets White linen faced paper.

Usual Price 75 cts. each

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Bargains in Pens

165 BLACKBIRD FOUNTAIN PENS. Made by the famous Swan Pen Co.

Usual Price $3 50 each

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Usual Price $1.25 each

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Usual Price $6.50 each

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1,500 dozen LADIES' WHITE LAWN HANDKERCHIEFS.

Usual Price $1.45 dozen

Sale Price $1.20

1,000 dozen LADIES' WHITE LAWN HANDKERCHIEFS.

Usual Price $1.00 dozen

Sale Price 80 cts.

360 dozen LADIES' WHITE LAWN HANDKERCHIEFS.

Usual Price $1.25 dozen

Sale Price $1.00

CHILDREN'S FANCY BORDERED HANDKERCHIEFS.

Usual Price $1.20 dozen

Sale Price $1.00

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68 LEATHER POCKET BOOKS. Specially good value these times.

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WILSON LAUNCHES VAST SHIP PROGRAM

Calls In Senators And Congressmen And Asks For $500,000,000

LEGISLATORS FAVOR PLAN

To Take Over English Contracts And Rush Steel And Wooden Fleet

Washington, May 9.—President Wilson invited to the White House today more than a score of Republicans and Democrats of the Senate and House Committees on Appropriations and laid before them a comprehensive plan for giving extraordinary impulse to the building of ships. The plan calls for an immediate appropriation of $500,000,000, with authorisations running the total up to nearly $1,000,000,000.

Under this program, for the purpose of speeding the work of construction, the United States would take over the great English contracts already running in this country, under the normal or one-shift system of work, and then carry on the work of construction with two or three shifts or workmen a day.

The plan is to unify every possible building agency in the country to the one purpose of overcoming the submarine menace, while at the same time giving full scope to work for the Navy and necessary work for the railroads. The President, who seemed bent on taking his hearers into his full confidence regarding his plan for an effective merchant marine, said that he wanted the appropriation provisions to be inserted into the Urgent Deficiency bill now pending in the Senate with total items of $2,800,000,000, and that he wanted it accompanied by powers for the Government to commander shipyards and construction agencies of all sorts, as may be done for naval work. Under the plan, the construction of wooden and iron ships will be both pressed to the maximum.

The members of Congress who heard the President—and there were twenty-six of them in all—seemed in full accord on the major proposition, although minor details remain to be worked out. As the Urgent Deficiency bill is now in the Senate, the Senate Committee on Appropriations will have the immediate responsibility of framing the provisions. One of its sub-committees has already done important work on the matter. The full committee will meet on Friday, when it is expected that all except a few details of organisation will be perfected. These remaining details will be discussed with Major Gen. Goethals, who is in charge of ship construction, and who will appear before the committee probably on Monday.

The plan outlined by the President included what had already been made known of the proposal to rush the construction of many comparatively standardised iron and wooden ships, and then enlarged the program to meet the needs of the commerce of the Allies as now understood. It is regarded as significant of the growing impression that the German submarines must be destroyed rather than overfed that the plan specifically excludes all idea of rushing the building of merchant vessels at the expense of naval work.

The solidarity of the United States and her European allies is indicated afresh in the proposal to have the United States take over the British shipbuilding contracts in this country. The whole purpose of the plan is to provide adequate shipping in the Atlantic regardless of where that shipping comes from or who has title to it. The British contracts in this country are very large and cover work for the next year or two. It is believed that by increasing the number of shifts when the United States takes over these contracts that this time may be materially shortened.

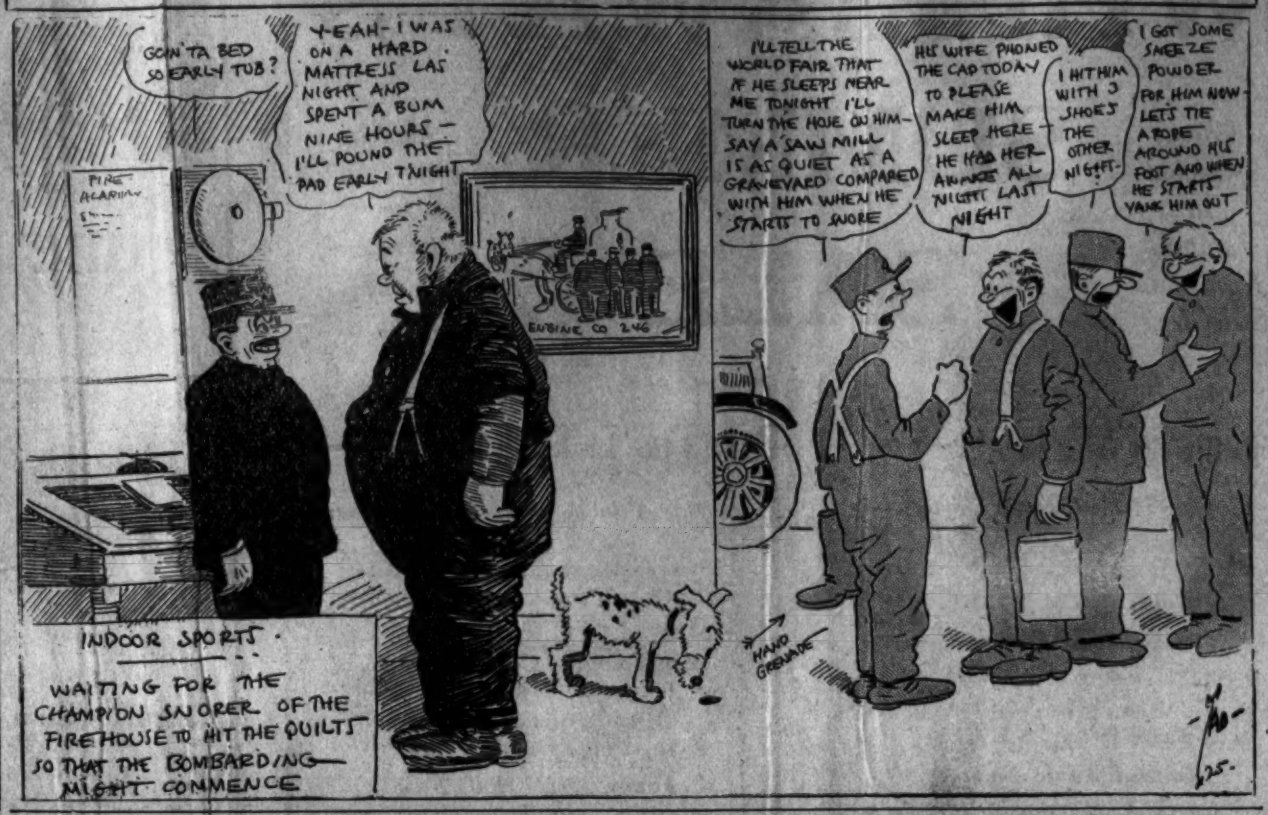
William G. McAdoo, Secretary of the Treasury, said this afternoon that it was possible that funds for this enormous building program might be found in the authorisation for 7,000,000,000, though some additional credit might ultimately be needed. Even the $500,000,000 which the President wants made immediately available, he said, would last a good while, and these installments might be covered from current receipts of the Treasury from now till Congress reconvenes next December.

"The money asked for shipbuilding is a mere trifle compared with what the Allies are spending in conduct of the war," said Chairman Denman of the Shipping Board after the conference. "It may be far below the amount we shall have to spend for ships before the war is over. The board aims to produce all the shipping American yards can turn out at forced speed and ask for more money when the billion is exhausted.

"We do not think it will become necessary to take over any shipbuilding plant or any other plant, but it is essential that the Government have the power. It may be required that steel products be diverted from other industries for shipbuilding purposes, but that probably will be done voluntarily when the request is made."

David L. Ewing, a St. Louis railway man was named by the board today as Director of Traffic for the Emergency Ship Corporation. He will direct delivery and shipment of supplies for shipyards and later will supervise the work of supplying cargoes for vessels.

INDOOR SPORTS By Tad


GOIN'TA BED SO EARLY TUB?
YEAH-I WAS ON A HARD MATTRESS LAS NIGHT AND SPENT A BUM NINE HOURS— I'LL POUND THE PAD EARLY TNIGHT
FIRE ALARM
ENGINE CO 246
INDOOR SPORTS
WAITING FOR THE CHAMPION SNORER OF THE FIREHOUSE TO HIT THE QUILTS SO THAT THE BOMBARDING— MIGHT COMMENCE
I'LL TELL THE WORLD FAIR THAT IF HE SLEEPS NEAR ME TONIGHT I'LL TURN THE HOSE ON HIM— SAY A SAW MILL IS AS QUIET AS A GRAVEYARD COMPARED WITH HIM WHEN HE STARTS TO SNORE
HIS WIFE PHONED THE CAP TODAY TO PLEASE MAKE HIM SLEEP HERE— HE KEPT HER AWAKE ALL NIGHT LAST NIGHT
I HIT HIM WITH 3 SHOES THE OTHER NIGHT-
I GOT SOME SNEEZE POWDER FOR HIM NOW- LETS TIE A ROPE AROUND HIS FOOT AND WHEN HE STARTS YANK HIM OUT
HAND GRENADE
-Tad- 25.

THE PRINZESS ALICE REPORTED WRECKED

Former German Liner That Was To Have Run Under Pacific Mail Flag May Be Lost

Shanghai, May 30 (Japan Advertiser).—The liner Prinzess Alice, formerly owned by the Norddeutscher Lloyd, and interned at Cebu since the outbreak of the war, is reported wrecked and a total loss at a point said to be 100 miles out of the regular steamship course.

The Prinzess Alice, 10,981 tons, was built in 1900, and was for many years one of the best known liners making the Far East. As The Advertiser announced two days ago, it was proposed to place her on a run between Manila and San Francisco under the flag of the Pacific Mail. A party of Pacific Mail officers passed through Yokohama on the Ecuador a few days ago to take over this liner.

It appears that the Prinzess Alice was being taken from Cebu to Manila when she was lost, presuming that this report is confirmed. It is very likely that the German liner was wrecked because of defects in her machinery, due probably to the tampering of her German crew when it became known that the United States was at war with Germany.

This view is borne out by a story from Manila. Ten days ago it became known in Manila that the Prinzess Alice had run ashore on the reefs off Panay Island early in the night of May 20 and three days were consumed in pulling her off. Three vessels, the navy tug Piscataqua, the gunboat Galveston, and the torpedoboat destroyer Bainbridge, took part in the refloating of the liner.

From official accounts of this incident, says the Manila Bulletin, it appears that the Prinzess Alice, convoyed by the navy tug Piscataqua which had been despatched to the southern port several days ago in anticipation of the trial trip of the vessel northward, and the Galveston and Bainbridge, the former being subsequently sent out from Manila for the same purpose while the latter accompanied the vessels from Cebu, left the southern island port on Friday morning headed for Olongapo. Everything was all right for a time, but towards Saturday morning, the engines of the vessel, on which makeshift repairs had been made, began to give trouble, and the speed of seven knots under which the boats were steaming northward during the first day dwindled to about two knots an hour.

Seeing the plight of the vessel and unable to make any alteration of her speed, Captain Kitts asked for a line from the Piscataqua, and thus towed, while still using her own steam, the cruise northward was once more resumed. Saturday's sailing was uneventful, until early in the evening when a squally rain overtook the steamers. The first indication that Captain Kitts who was on the bridge of the Prinzess Alice had that something was amiss was the relaxing of the line which connected her with the Piscataqua, and acting on the instincts of a good sea captain, Captain Kitts gave quick orders for reversing the engines and for throwing the helm over.

These orders executed at once saved the Piscataqua from being cut amidships by the huge oncoming liner, for when everything had cleared the Piscataqua and the Prinzess Alice were lying side by side with their noses on the reefs of Nagas island. As the Piscataqua is of lighter draft, it did not take her long to extricate herself from her predicament, and by the next morning she was once more afloat. But not so with the Prinzess Alice. It did not only need her own steam, together with the tugging powers of the three navy vessels which were with her, working day and night to float her, but reenforcements of navy vessels had to be rushed from Manila to aid them in pulling her off the reefs.

The explanation of the accident seems to be that the squally rain completely blurred the Nagas light and threw the commander of the Piscataqua off his calculations.

Now that obliteration is frequent, it is but natural to call "KRYPTOL" to mind.

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"SICCOLINE" the most concentrated drier made and most economical in use, always reliable and dependable.

FADELESS GREEN a permanent pigment produced exclusively by W. H C. remains green even under tropical suns, and supersedes Brunswick greens.

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Consult our Catalogue

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Maynard D. Howell, Export Manager

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"I am pleased to say I have used your Foods 1, 2 and 3 for the last twenty years and have found none better. The most delicate baby ever born I nursed and reared on the Foods until he was 3 years old, and now he is 18 YEARS, and a strong healthy boy nearly 6 feet high and as rosy as an apple. You can make whatever use you like of this as I should like your Foods and other things to be more used in future, as instead of making fat alone they make bone and muscle, which is what children need."

(Signed) NURSE DAVIE.

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No. 6 Kiangse Road

CARLSTROM KILLED WITH A FLYING PUPIL

Hero Of Chicago-New York Flight And Cary B. Epes, Plunge To Death

BIPLANE COLLAPSES IN AIR

Aviator, Cool To Last, Strives To Right Machine—Met End He Predicted

Newport News, Va., May 9.—Victor Carlstrom, instructor at the Atlantic Coast Aeronautical School here, and an army student, Cary B. Epes, met instant death early this afternoon when a biplane plunged 3,500 feet to earth. The tragedy was witnessed by hundreds of persons. Carlstrom, who was piloting the machine, made a valiant fight for his life and the life of his pupil. Carlstrom was a famous aviator, his most widely known exploit perhaps being his Chicago to New York flight for The New York Times.

Several theories are advanced as to the cause of the accident. All that is known is that watchers on the ground saw the machine suddenly crumple and then begin an end over end descent. Although one wing had been torn loose and was fluttering down behind the machine Carlstrom manœuvered in such a manner as to bring the airplane to its proper position, while he was yet 1,500 feet from the earth. He held it in such a position and it struck the ground right side up. However, the loss of the wing made it impossible to glide, and the machine shot almost straight downward, burying its nose more than three feet in the ground.

Carlstrom's last act was to cut off his motor 100 feet above the earth, thus preventing the machine from catching fire when it struck. Both bodies were mangled almost beyond recognition.

Carlstrom was regarded as premier among American airmen, and had the unique distinction of having become an instructor one week after quitting his job as a cowboy on a Colorado ranch to take up aviation. Recently he was commissioned Lieutenant in the United States Flying Corps Reserve. He was holder of one world record and several American altitude and long distance flight records. He first came into prominence on his flight from Toronto to New York. Later he flew from this city to New York, and later made his famous attempt at a non-stop flight from Chicago to New York.

Epes, who was formerly a teller in a local bank, resigned to offer his services to the nation on the declaration of war with Germany and was making his first flight.

Carlstrom Foresaw His End

Victor Carlstrom, who was rated by the Aero Club of America as one of the most skillful aviators and careful instructors in flying in the United States, predicted in November, 1916, after he had flown a 200-horse power Curtiss biplane from Chicago to New York for The New York Times, that he would be killed by the collapse of his machine.

"I shall never be killed by taking chances," he told a reporter for The Times, "because I do not believe in taking chances. But some day my machine will collapse and I'll get it, just as so many other aviators have got it."

Carlstrom's flight for The Times was made on Nov. 2 and 3. It failed of being a non-stop flight through a trivial derangement of the machinery which loosened one of the nuts of the gasoline tank. Although making stops at Erie, Penn., and Hammondsport, N. Y., he established a cross-country record of 393.5 miles, which was afterward beaten by Miss Ruth Law. He carried a sack of 1,000 letters and postcards, being the first man to carry mail by aerial route. He had previously won distinction as being one of the first to demonstrate the fact that travel through the air for long distances could be made safe and practical, and he did much to advance the cause of those who were urging the Government to establish aviation stations as a part of its program of military preparedness.

He had won three American records before attempting the sunrise to sunset, non-stop Chicago to New York flight for The New York Times. On April 19, 1916, he ascended 11,180 feet with two passengers in a Curtiss tractor at Newport News, establishing an American record. Twelve days later he took one passenger up 16,235 feet, and this achievement also is still unbeaten. On May 20, 1916 he made a non-stop flight of 282.02 miles from Newport News to Sheepshead Bay, with one passenger, establishing another record. Four days later he performed a similar feat by flying from New York to Washington in 187 minutes, taking Alan R. Hawley, President of the Aero Club, as a passenger.

Carlstrom's first achievement to win national attention was made in November, 1915, when he flew 600 miles from Toronto to New York, sometimes ascending to an altitude of nearly 8,000 feet. He used a military tractor and traveled on an average of 90 miles an hour, which was considered fast for those days, but which was considerably slower than his record on the Chicago-New York flight, the actual flying time for which was 8 hours, 28 minutes and 30 seconds. The last lap of The Times flight from Hammondsport, to Governor's Island—315 miles—was covered by Carlstrom in two hours and twenty-one minutes, an average speed of 134 miles an hour.

Carlstrom received the Aero Club medal of merit last year, and also won the Curtiss Marine Flying Trophy for 1916. He also received a gold watch from the Aero Club for his flight from Chicago to New York.

The news of Carlstrom's death came as a great shock to the officers of the Aero Club, by whom he was held in high esteem.

"Victor Carlstrom," Alan R. Hawley said, "had many noble qualities, and without knowing any of the details I feel sure that this accident was not due to his piloting. He had a great 'air sense,' and was a born cross-country flier."

Mr. Hawley added that in the last 18 months Carlstrom, according to the figures of the club, had been in the air more than 3,000 hours.

HINTS AT FOOD GRAFT

Berlin Paper Attacks Tradesmen And Municipal Officers

New York, May 10.—The Berlin Vorwarts, now almost a semi-Government organ instead of a mouthpiece of the radical anti-war Socialist group in Germany, continues its attacks upon tradesmen and municipal officers, whom it accuses of deceiving and robbing the people through the selling at high prices of nearly worthless substitutes for food. In a copy received in London, Vorwarts charges the municipality of Charlottenburg with "food usury" in connection with "turnip syrup" and pudding powder, which are offered to citizens on ration tickets.

Both articles are sold under official auspices, and are declared to be wretched in quality and outrageously high in price. For the syrup 10 cents a pound is demanded, though it is described as consisting often of nothing but a thin brew, concocted from sugar of the roughest and most unclean sort, "mixed with much water." As good quality sugar only costs 8 cents a pound, the Socialist paper wants to know why the syrup is 10 cents a pound.

The pudding powder is retailed at 50 cents a pound, though it consists of nothing but "a very highly colored substance."

The Socialist journal suggests that it would be interesting to discover the cause of the high cost of these two particular articles, "which are typical of the high cost of much of the food officially sold." Suggesting that graft may be responsible, it asks, "Who is making the money out of these things?"

In another issue the Berlin paper denounces the butchers who are putting a brand of inferior sausage on the market. That they charge only from 14 to 20 cents a pound is no excuse, it says. Two kinds are noteworthy—groats and bloodwurst and groats and liverwurst. The principal constituent is water. One pound of groats is brewed with from 4 to 5 pounds of water.

Vorwarts wants to know why these factories are supplied with groats. Why are the groats not given to the poor? They would be able to prepare from them a much better and more hygienic paste for spreading on their broad. "Why are such wurst factories not compulsorily closed?" queries Vorwarts. "We are told that the people will have wurst. Yes, they want real wurst, but not wurst like this."

The Socialist organ also indignantly protests against so-called mussel, fish, and vegetable wursts. It says there is also a variety called rabbit wurst, but the ingredients in all cases are the same, and the marvel is the patience and long-suffering of the poor.

WILSON PRAISES Y. M. C. A.

Tells John R. Mott of Interest In Army and Navy Work

New York, May 10.—In connection with the part the Y. M. C. A. is to have in the work of the new commission on training camp activities, which was appointed by Secretary of War Baker on May 5, this personal letter of indorsement from President Wilson was made public yesterday by Dr. John R. Mott, General Secretary of the International Committee of the Y. M. C. A.:

"My Dear Dr. Mott: May I not, in view of the approaching meeting of the War Work Council, express to you the very high value I have attached to the work which has been accomplished by the Young Men's Christian Association in behalf of our army and navy, as well as in behalf of the prisoners of war and the men in the training camps of Europe, and may I not express also my sincere personal interest in the large plans of the War Work Council for the work which is still ahead of the association? Cordially and faithfully yours.

WOODROW WILSON.

An executive order signed by the President and included with the letter says:

"The Young Men's Christian Association has, in the present emergency, as under similar circumstances in the past, tendered its services for the benefit of enlisted men in both arms of the service. The organisation is prepared by experience, approved methods, and assured resources to serve especially the troops in camp and field. It seems best for the interest of the service that it shall continue as a voluntary civilian organisation; however, the results obtained are so beneficial and bear such a direct relation to efficiency, inasmuch as the association provision contributes to the happiness, content, and morale of the personnel, that in order to unify the civilian betterment activities in the army and further the work of the organisation that has demonstrated its ability to render a service desired by both officers and men, official recognition is hereby given the Young Men's Christian Association as a valuable adjunct and asset to the service. Officers are enjoined to render the fullest practicable assistance and co-operation in the maintenance and extension of the association, both at permanent posts and stations and in camp and field."

Dr. Mott, who is a member of Secretary Baker's Commission, of which Raymond B. Fosdick is the Chairman, says it will be necessary to train 1,100 field secretaries for the work at the training camps. A fund of $3,000,000, which it is hoped to raise in a country-wide campaign, is needed.

YOU WANT PINK CHEEKS

Every woman wants pink cheeks. They mean not only beauty, but health.

Then put the colour in your cheeks, not on them. The glow of health is the red of healthy blood showing through translucent skin. It is impossible unless you possess rich, red blood.

When a girl's colour fades and she looks debilitated, is short of breath, when her heart palpitates after every slight exertion and she has pains in various parts of the body, she needs Dr. Williams' pink pills for pale people. They are the remedy best suited to restore the blood, bring brightness to the eyes, and put colour in the cheeks and lips.

The only other treatment needed costs nothing. It is this. Give the patient plenty of fresh air, moderate exercise every day, not enough to cause fatigue, and use care in the diet, for the food craved for by the anæmic is often not the best for the sufferer.

So start Dr. Williams' pink pills without delay; ask your dealer for them, or send $1.50 for a bottle ($8 for six) to Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

FREE.—If you address a post card to above address asking for a Health Guide, a useful little booklet will be sent you by return, free.

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APOLLO THEATRE: Programme for June 11th, 12th, 13th and 14th.

"The Shielding Shadow"

The Wonder Serial of the World

15 EPISODES, EACH 2 REELS,

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AUTHOR OF "THE IRON CLAW"

Featuring

GRACE DARMOND

RALPH KELLARD **LEON BARRY**

Scene from "Shielding Shadow" No. 1 "Treasure Trove" Pathe

"TREASURE TROVE"

STEPHEN WALCOTT favors the suit of Sebastian Navarro, a Spaniard, for his daughter Leontine's hand, foreseeing in the marriage a prop to strengthen his tottering fortunes. Leontine is deeply in love with Jerry Carson a penniless young writer who has taken passage on her father's ship.

The ship burns at sea and all are reported lost except the captain and a seaman. Jerry, however has managed to swim ashore where he finds in a bottle a manuscript written by a shipwrecked scientist Matthewson, which gives the location on an island of a buried fortune. Matthewson also writes of some black pellets he has manufactured which will give the finder "pdwer beyond the dreams ofall men."

Sebastian, thinking Jerry dead, tries to hasten his own marriage by having One Lamp Louie forge a paper which casts a blot on Jerry's memory. Jerry after many hardship's, arrives shortly after the paper is shown to Leontine and her father and tries to secure it from Diego, Sebastian's brother. During the struggle Diego falls and is killed through his head hitting a heavy desk ornament. The only witness is One Lamp Louie who sees it through a winddw. When Jerry is found bending over Diego he is arrested on a charge of murder, Louie keeping silent, fearing he will be implicated also.

Tomorrow night, showing first two episodes, entitled

"TREASURE TROVE"

AND "INTO THE DEPTHS"

Four Reels

Pathe's British, French and American Gazettes

depicting all the principal events

"The Stage Villain"

Joker Comedy

"Losing Weight"

Animated Cartoon Comedy.

Scene from "Shielding Shadow" No. 2 "Into the Depths" Pathe

"INTO THE DEPTHS"

JERRY CARSON, through the plotting of his rival Sebastian, is unjustly convicted of a murder charge. On a prison ship he hides in a cholera victim's coffin and is buried at sea, but manages to free himself and swims ashore. Returning home he overhears his sweetheart promise to marry Sebastian.

Jerry does not know she is doing so only to save her father from financial ruin and with the stern proviso that she will be a wife in name only until Sebastian can win her love. With a galling bitterness in his heart, Jerry rushes from the place—steals a yacht and sails for a buried treasure for which he has plans. Reaching the spot he finds the skeleton of the dead scientist and in his bony hand three black pellets. While reading in a diary that they will give the finder power beyond the "dreams of all men," the tentacles of an octupus coil around and drag him into the depths.

Later, Sebastian and Leontine have gone to New York to live. One night he forgets his compact and ries to force his affections upon her. Suddenly in a corner of the room THE SHIELDING SHADOW appears—two burning eyes and two ghostly white hands, one of which threatens Sebastian with a dagger. Leontine hears a voice. "Be true to your love for Jerry and courageous and all will be well." Sebastian, terror-stricken, flees from the room. Leontine picks up the dagger—it was no hallucination.

See the mysterious workings of THE SHIELDING SHADOW in the next episode—

"THE MYSTIC DEFENDER"

The China Press

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

Lord Bryce As Great Peace Chief

"The war will have been fought in vain if it does not lay the foundations of an assured peace. To all the civilized world there has come a calamity comparable only to one of the great historic pestilences, or to such a cataclysm as the Tartar incursion which swept away whole peoples. War such as this the world believed to have become impossible. Such war must never recur if civilisation is to be maintained."

"How, then, can it be prevented?" asks the *Manchester Guardian*. "Short of a change of heart, there can be no absolute security, but the condition of any success is the formation of some form of international organisation. How is any such organisation to be made effective without destroying the jealously guarded independence of the nations? In what shape can it be recommended to practical men, not as a Utopia, but as something to be worked for here and now?

"The suggestion which has taken shape in America, advocated by ex-President Taft and approved by President Wilson, is the institution of a league of nations to enforce peace. Lord Bryce lays before us a similar scheme drawn up two years ago by a group of Englishmen. We take it that we should not be far wrong in regarding the two schemes as sisters and Lord Bryce as the father of them both.

"The English scheme is, in fact, the elder, though its existence has been made known to the world later in time, opinion here in the midst of war having been less favorable for the calm consideration of the future than it has been in America, which till yesterday was but a spectator of the turmoil. Though earlier the English scheme is the bolder and more advanced of the two, for it constitutes the league an alliance for common defence against any outside aggressor who refuses arbitration and conciliation, and it contemplates, though it does not positively enjoin, the use of the common force to give effect to its decisions.

"The nature and extent of this divergence will appear if we briefly review the ground common to both proposals. This common ground is that as many of the Powers as will shall form a league agreeing to establish, first, a judicial tribunal, and secondly, a council of conciliation. To the tribunal all 'justiciable' disputes are to be submitted, and the English scheme is distinguished by advancing a definition of justiciable questions, into which we have not space to enter, but of which we may say that it is at least a good experimental classification.

"It is, however, common ground that many of the questions arising between nations—questions of conflicting commercial interests, possibly questions of the treatment of incorporated or subject nationalities—do not admit of handling in a legal spirit, and if a resort to force is to be averted, can only be decided by Parliamentary methods. Such questions both schemes would submit to the council of conciliation.

"It is common ground to both schemes to rely much on the moral weight of the decisions of the tribunal or the council, and on the delay which discussion would interpose before there could be a resort to arms, and both schemes agree that the league as a whole should take part against any member who should refuse to resort to the tribunal or the council, whether by economic pressure or by the use of military force. But the American scheme does not go on to propose the same resort to the common force in the event of one Power rejecting the decisions of the common authority, nor does the English scheme provide directly that the decisions of this authority are to be enforced. But it prescribes that in such an event the Powers belonging to the league shall summon a conference to consider what collective action, if any, it is practicable to take.

"Thus the English proposals go a step farther than the American in the direction of a common enforcement of decisions, as they do also in providing for collective action against a non-member of the league who refuses arbitration or conciliation, as the case may be. But both schemes clearly hesitate to give direct collective enforcement to the decisions of the council. This is because they think that the council, in order to work freely and preserve itself from too much bias in favor of national interests or sectional alliances, must be a consultative body alone and have no executive authority. No doubt also they are cautious as to entrusting such power to a body which does not yet exist, and of which no one can predict the composition, the capability, or the temper. At the same time the critic will point out that this lack of power may impair the council's authority, and even its sense of responsibility. The reluctance to trust it further engenders a machinery of cumbersome complexity.

"If we had stayed to deliberate in August, 1914, the Germans would have been at Calais before our Expeditionary Force was across the water. Nothing in the war has been more alarming than the evidence of the rapidity of movement possible to a well-organised nation and of the immense military advantage secured by the initial start.

"We incline to think that boldness as well as caution must be used in the formation of the league, and that the council, if it is to be a reality, must have a somewhat higher authority. We do not see why its action should be confined to the settlement of disputes which have already arisen. We incline rather to agree with the view argued with skill by Mr. Brailsford in his 'League of Nations,' that *an international council to be effective must be an organ of change as well as of conservatism.* It must be more like the standing Parliament to which all nations may resort for the redress of grievances or the ventilation of projects than an occasional court of conciliation called into activity from time to time only when disputes have already reached an acute stage.

"It seems possible that if Lord Bryce's group were to meet again today they would find that the march of events had done something to ease their burden and make a bolder course seem less Utopian that it naturally appeared in 1915. For what has been happening during these years but the gradual formation in very serious earnest of something like the general league for the suppression of the invader of the common peace—the troubler of Israel? This country went into the war not merely because Germany invaded Belgium, nor because it attacked France, not because it was a danger to ourselves, but for all reasons combined.

"What has sustained our efforts in the war has been the judgment, repeatedly confirmed by the course of events, that Germany was in substance committing just such offences against the common peace as those which the proposed league contemplates as fit occasions for collective interposition. What has sustained the spirit of the Italian people is no less the sense of a common danger. What has finally brought America into action is not the submarine itself but the evidence, which the submarine campaign clinches, that Germany as at present directed is at war with the civilised world.

"Thus the league of nations is gradually coming into being. It is a league while the war lasts against Germany, just as in 1814 the Allies were leagued against Napoleon. But after Waterloo France was in substance admitted into the alliance, and so after this war may Germany find admission into the league if she seeks it and is prepared to conform to its spirit.

"Moreover, unlike the Holy Alliance, which foundered on its opposition to democracy and nationality, the league now in formation is becoming a league of democracies in which the recognition of nationality will be more and more felt to be an essential principle. *the Russian revolution and the entry of America into the war having together laid the foundation of a possible league of all self-governing peoples to maintain peace among themselves, to provide for the adjustment of questions arising out of their expansion, and to resist the possibility of attack from an autocratic or a militant empire, whether within or without their circle.*"

Gross Flattery

"Does your wife ever pay you any compliments?" asked Frederick Jimson of his friend Benderley.

"Never," replied Benderley.

"Well, mine does; she flatters me."

"Often?"

"Oh, yes, frequently—particularly in Winter," replied Frederick.

"Why does she flatter you so much in Winter?"

"Whenever the coal-fire needs replenishing she points to the fireplace and says, 'Frederick, the grate.'"

How To Salute The Flag And Honor National Anthem

By Col. R. L. Foster
(12th New York Infantry, National Guard)

WHEN the gallant Naval Militia of New York City was marching down Fifth Avenue the other day on its way to some unknown destination and glory, most of the big throng on both sides of the street uncovered as the clean, new colors bravely whipped by. In front of me stood a lithely erect middle-aged man (I could tell by the back of his grizzled head) who kept his hat on. I could just glimpse that he was holding his hand to the brim of his derby hat when over my shoulder reached an arm and knocked off the unoffending headgear. I looked about.

"Don't you know enough to take off your hat to the flag?" blatted a burly individual behind me. "I'll learn you!"

The man in front of me turned about, white with well-restrained indignation. The look he gave the man as I picked up the hat at my feet might have withered an entirely sober person.

"Sir," said he, clenching his hands beside him, "I am an officer in the army, a major, and I don't know whether to give you the beating you deserve or order you to march to apologize to me."

"I—I didn't mean to," stammered the would-be bully. "I thought you didn't salute the flag and I'm a patriot you know," sheepishly.

The fellow turned away and disappeared amidst the guffaws of the crowd. Then the officer turned to me and laughed.

"To tell the truth, I was wrong, too, but I have been saluting this way for at least ten years and it has become a habit with me. I forgot about Changes No. 17."

In the Drill Regulations of the Army are certain fixed rules for all honors and salutes to be paid by soldiers to the Flag, to the National Anthem and to each other. Of course, no such rules are laid down for civilians, but if these latter really wish to observe the conventions, then the military code for soldiers in civilian attire is naturally the best one to be followed. And "Changes No. 17" are the latest orders on the subject, promulgated on January 9 last. These are the up-to-date rules, to be followed by all in the military service.

Six different situations the soldier must consider for himself—in uniform or civilian dress; covered or uncovered; armed with a weapon or not. For a civilian but three of these conditions could happen—covered, uncovered, and in civilian dress.

And there are but two things he can do—salute with the hand, or "uncover," which latter is the military way of saying that the hat is to be taken off.

HERE is the precise and formal military manner of executing the hand salute, as laid down in the Infantry Drill Regulations, paragraph 58:

1—Raise the right hand smartly till the tip of the forefinger touches the lower part of the headdress or forehead above the right eye, thumb and fingers extended and joined, palm to the left, forearm inclined at about 45 degrees, hand and wrist straight; at the same time look toward the person saluted.

2—Drop the arm smartly by the side.

Similarly, to "uncover" is defined as "holding the headdress opposite the left shoulder with the right hand."

Now, when should each form of respect be used? Which is proper, when?

HERE are the rules for the Flag:

"If in civilian dress and covered, they (officers and men) will uncover, holding the headdress opposite the left shoulder with the right hand; if uncovered they will salute with the right hand salute."

This is the proper mode of paying respect, whether one is passing the Flag or the Flag is being carried by. An officer in uniform would not remove his hat or cap, but would salute with the hand, or if he held a weapon in his hand, with the prescribed salute for that weapon.

The exception to the rule is when the Flag is cased. Never salute a cased color.

Now for the proper observance toward "The Star Spangled Banner:"

"All officers and enlisted men not in formation shall STAND at attention facing toward the music (except at retreat, when they shall FACE toward the Flag). If . . . in civilian clothes, uncovered, they shall salute AT THE FIRST NOTE OF THE ANTHEM, retaining the position of salute until the LAST NOTE OF THE ANTHEM. If covered, they shall uncover at the first note of the anthem, holding the headdress opposite the left shoulder and so remain until its close, except that in inclement weather the headdress may be slightly raised."

Don't try to uncover and salute at the same time.

HERE is something quite important for the civilian to know—"The same rules apply when 'TO THE COLOR' or 'TO THE STANDARD' is sounded as when the National Anthem is played."

"The color" is the American Flag carried by foot troops and is somewhat larger than "The Standard," which is the American Flag carried by mounted troops. "To the color" is the call played by the trumpets when the Flag passes in review or at "retreat," as the Flag is lowered for the night, when the band is not present. It is not hard to learn and is quite as solemn and inspiring as "The Star Spangled Banner." Any soldier can teach you to recognise its simple notes. However, I have never seen any simpatico patriot pay strict attention to it.

CUSTOMS regarding the playing of "The Star Spangled Banner" are simple and sensible.

The National Anthem is played through once "without the repetition of any part not required to be repeated to make it complete."

It is never played as part of a medley.

It should never be used as a march tune.

Theoretically, it should not be played except on formal occasions; but good taste will determine that. If any orchestra should have the bad taste to play the air in dance tempo the dancers should immediately cease dancing.

The national anthems of other countries are treated with the same marks of respect prescribed for the National Anthem of the United States, when played upon official occasions.

As an exam. le, I heard a buffoon in outer costume sing "The Marseillaise" at a restaurant a few evenings ago. Some of the diners stood. That inspiring air should not have been desecrated at that time or place, and those who refused to rise were perfectly within their rights when they refused to recognize it.

CONVERSELY, all the proper honors and salutes rendered to "The Star Spangled Banner" SHOULD NOT BE RENDERED TO ANY OTHER NATIONAL AIR. You cheapen our National Anthem the moment you stand up for "America" or "Yankee Doodle." Yet I have seen army officers called down by cabaret Americans for good naturedly refusing to rise for "Columbia, the Gem of the Ocean."

Which leads up to another incident I witnessed some years ago—(How long was it, anyway, since the Giants won the pennant?)—at the Polo Grounds. The gonfalon was being raised emblematic of National League victory by New York, and the band played "The Star Spangled Banner." One man remained seated. His neighbor snapped at him: "Don't you know enough to stand up for 'The Star Spangled Banner?'"

"Not when it's played for a baseball pennant," retorted the obstinate sitter, "and if you're such a blamed good patriot, I'm a recruiting sergeant for the Sixty-ninth Regiment, and you might enlist to show it—how about it?"

Just one word of warning. Unless you see other persons deliberately insult the flag or our national anthem, let them alone, even if they don't seem to be as punctilious as you. Give them the benefit of the doubt—they may be quite as patriotic, and if first-class fellow and some unrelenting blue-coat hauls you to court the offended one will always have this paragraph from "Changes No. 17" to fall back upon:

"In public conveyances, such as railway trains and street cars, and in public places, such as theaters, honors and personal salutes may be omitted when palpably inappropriate or apt to disturb or annoy civilians present."

The American Covenant Of War

By James Lane Allen
(Famous Novelist)

That the framer of criminal deeds and the doer of those criminal deeds are criminals together in those deeds.

That the government of a nation can be a criminal.

That the people of a nation can be a criminal.

That the Imperial German Government is powerless as a criminal aggressor without the power of the German people.

That the German people is powerless as a criminal aggressor without direction by the Imperial German Government.

That the Imperial German Government and the German people are adjudged criminal aggressors together in the war they have brought on and now wage.

That the United States Government cannot wage war on the Imperial German Government.

That the American Nation wages war on the German Nation.

That until the German people ceases to carry out as its own the criminal purposes of the Imperial German Government, the American Nation will carry on war to end the criminal conduct of the German Nation.

That this nation does not desire to wrest from the German Nation measured atonement for its losses and its lost lives.

That there can be no reparation for its wrongs, that there can be no restitution of its innocent dead.

That the American Nation grounds its war upon knowledge of criminal acts which the German Nation has committed against it and upon foreknowledge of criminal acts which the German Nation will commit against it, if ever powerful enough to commit them.

That the American Nation does not dwell aloof from the rest of mankind and that its war on the German Nation is not of single aim.

That this nation recognises its own civilisation as an inseparable part of the living treasure and fabric of the progressive civilisation of the world.

That this nation recognises the German Nation as a present-day destroyer of peace-loving civilisations.

That this nation hearkens to the warning of the German Nation that it has the right to attack any civilisation for the necessitous advantages of its own.

That this nation harkens to the claim of the German Nation not only to the possession of such right but to an obligation to implant even though by force its civilisation in any part of the world by displacing any other civilisation.

That this nation takes highest cognisance of the supreme proclaimed mission of the German Nation either to destroy or to mold by its civilisation all the civilisations of the world and to make of the planet one Prussia in fulfilment of the purposes of the Deity as confided to the German Nation and as to be executed by the German Nation.

That this nation does not believe that Almighty God, creator and ruler of heaven and earth, inhabits as His preferred and personal council chamber the body of a Prince.

That this nation believes two civilisations to be better than one.

That this nation believes several civilisations to be better than two.

That this nation believes all non-predatory civilisations now existent to have an equal right to exist and believes the continued and combined existence of them all to be best for the richest development and completest happiness of mankind.

That this nation desires its civilisation to remain integral and American and that it joins battle with the German Nation to decide as quickly as possible and for all time to come the ultimate issue whether American civilisation is to remain undivided and American or is to be dismembered and Teutonic.

That this nation makes common cause with other inestimably precious civilisations for the overthrow of their common actual or threatened destroyer and for the security of that vital whole of civilisation of which it is a vital part.

That this nation does not lay aside peace and take up war of first choice.

That this nation looks upon war as a state of barbarism.

That this nation looks upon civilisation as peace—as an onward movement of liberty and enlightenment, of inter-related profitable activities and peace.

That nothing but war can overcome and put an end to war.

That when barbarism with war attacks civilisation at peace, civilisation has no weapon with which to defeat barbarism but the weapon of barbarism.

That this nation in grappling war as its weapon has need of vast military forces to win victory.

That a nation is not a mere population but a body of citizens organised under its laws as its units of usefulness.

That a regiment is not a thousand men but is one soldier a thousand-

(Continued on Page 12)

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Bringing Up Father

By George McManus

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I THOUGHT SO JUST AS SOON AS I GOT COMFORTABLE
OH! MAGGIE- IT'S A NICE DAY - LET'S GO TO THE ZOO!
WE ARE NOT GOING TO THE ZOO - I WANT TO CALL ON MOTHER-
Y'ELL- IT'S ALL THE SAME TO ME DEAR!
MAGGIE - LISTEN YOU DIDN'T UNDERSTAND ME
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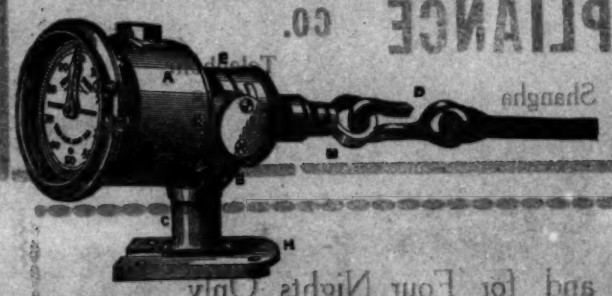

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In Thrums With "Sentimental Tommy"

The little station platform at the junction was crowded, the season being that of the "summer holidays," when many of the shops and factories close and everywhere a gala atmosphere prevails. It was no wonder that the weened little station master, a frown upon his brow, glanced at the rapidly filling coaches of the Kirriemuir train and then walked along the platform, tapping some of the men on the shoulders and inquiring anxiously: "Are all o' ye gaun to Kirriemuir, or are soom o' ye juist hangin' around?" Of course, it developed, when the time came for the shrill whistle of the engine and the start of the train, that a number of these men had been 'just hangin' around'; still the little Kirriemuir train was fairly crowded, as it crept and panted up grade.

Of course, you must know that Kirriemuir is the map name of the little town of Thrums of which Barrie writes—the place where he lived when a boy and romped with his mates in the Den. You remember how, in "Sentimental Tommy," after Tommy had finished delivering the weekly newspapers, for which service he was paid the large sum of a penny each week, he would scamper down to the Den, where his sister, Elspeth, would be waiting for him, and there they would play and invent wonderful games by the hour. Tommy, you know, could always "find a way." Well, the Den is there still—a little green glen at the edge of the town, hedged in by steep grassy banks. The Den is now a little public park, a famous place for play and for picnics on holidays.

Barrie has said that there are two conspicuous colors in Thrums—the orange of the masons' trousers, which are stained by dust from the quarries, and the brilliant blue of the hearthstones. This, unfortunately, is no longer true. Thrums, or Kirriemuir, has lost much of its quaintness, even making some pretensions as a summer resort. But, if you search, you can find certain picturesque corners and steep little streets. Thrums is all up and down hill. The station stands in a hollow; if you want to go to the main square of the town, where the best shops are, you must climb a steep hill. And, if you make your way from there to the famous "Window in Thrums" house, you dive down a steep and stony lane, cross a bridge over the burn and slowly climb the brae. This is the brae upon which Jess in the story sat and looked out for so many years, and, at the top of it, you have a glimpse of her tiny square window. The "Window in Thrums" house is now neatly whitewashed and is kept as a show place. Most of the Thrums houses are of red sandstone which is quarried near at hand, but some of them have quaint outside stairways; and, if you wander down the oldest streets and peer in at the doorways, you may perhaps catch a glimpse of a blue hearthstone, or a genuine box-bed built into the wall or a huge fireplace with an oven built into the side. No more, however, does one hear the sound of the shuttle as one passes the old houses; even few of the old-fashioned people now do their own weaving. If you go there on a summer holiday, you will find the little shops closed, the boys and girls playing about the streets, and the women sitting at the top of their outside steps, with frilled caps and shoulders huddled in shawls. Of course, there never used to be a holiday without the presence of the dulse man in the square; Barrie tells us how the dulseman used to carry with him a long box of reddish-brown seaweed and another box of "buckies" or seasnails. The men and boys of Kirriemuir would delight in buying these hoggey morsels as Americans buy peanuts at the resorts, but the "buckies" had to be extracted from their shells with pins, the shells afterwards littering the pavement of the square. Hendry, in "The Window in Thrums," loved to stuff his pockets with these dulse, for which he paid the dulseman a bawbee (or halfpenny) a week.

But it is with Tommy that you will like best to connect Thrums. Probably you will wander about through the little lanes, wondering in which house it was that Tommy went to school to Miss Allie.

"The Dovecot was a prim little cottage standing back from the steepest street in Thrums and hidden by high walls to the top of which another boy's shoulders were, for apple-lovers, but one step up. Jargonelle trees grew against the house, stretching their arms round it as if to measure its girth," writes Barrie in "Sentimental Tommy," "and it was also remarkable for several 'dumb' windows with the most artful blinds painted on them. Miss Allie's fruit was famous, but she loved her flowers best, and for long a notice board in her garden said, appealingly: 'Persons who come to steal the fruit are requested not to walk on the flower-beds.' . . .

"There were seven rooms in the house, but only two were of public note; the schoolroom, which was down-stairs, and the blue-and-white room above. The schoolroom was so long that it looked very low in the ceiling, and it had a carpet, and on the walls were texts as well as maps. Miss Allie's desk was in the middle of the room, and there was another desk in the corner; a cloth had been hung over it, as one covers a cage to send the bird to sleep. . . .

"Only on great occasions were the boys and girls admitted to the blue-and-white room, when they were given shortbread, but had to eat it with their treats flung back so that no crumbs should fall. Nearly everything in this room was blue or white, or both. There were white blinds and blue curtains, a blue table-cover and a white crumb-cloth, a white sheepskin with a blue footstool on it, blue chairs dotted with white buttons. Only white flowers came into this room, where there were blue vases for them, not a book was to be seen without a blue 'plaid' cover. Here Miss Allie received visitors in her white with the blue braid, and enrolled new pupils in blue ink with a white pen."

Such was the school to which Tommy went, and, if you want to read more about that and the Den where all the splendid games were played, you have only to turn over the pages of "Sentimental Tommy," which you can never help liking, especially after you have paid a visit to Thrums.

Talks to Mothers

No 5

In bottle feeding, be careful to give the food at regular intervals, using like dilutions of equal amount each time. If baby is asleep at meal time, arouse him gently and give him the food. Remember that an infant is a creature of habit, and can be readily trained to sleep between meals, waking of his own accord when food time approaches. Do not give too large a quantity of food at a time, as it may cause indigestion and bowel trouble.

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Little Bobbie's Pa

By William F. Kirk

I have invited sum of my friends up to the house for tomorrow nite o play pinnakel, sed Pa. Thay are good old scouts, Pa sed, all of them s married & thay wont sprinkel ashes on the rugs.

Thay better not sprinkel ashes on the rugs, sed Ma. I have jest succeeded in gitting you trained after twenty hard yeers, & it wud be a fine thing if you shud bring a lot of yure careless frends here & litter up the rugs aggenn.

You wont have any such trubbel, sed Pa.

I hoap not, for yure sake, sed Ma. You reemember that old poker crowd that used to play here every Tuesday nite. Every one of them was good for twenty cigars during a evening, sed Ma, & every Wednesday was Ash Wednesday for me, Ma sed. That must nevver happen aggenn.

It will nevver happen aggenn, sed Pa. I am gitting vary neat in my old age, you sed so yureself. I wonder why it is, sed Pa, that men are so careless in thare youth. Thay are eeven careless about Life's big things, sed Pa, like gitting married etc.

Many a young girl is careless about saying yes when she is proposed to, too, sed Ma. I have often thought that I was a little too hasty accepting you, Ma sed; but after all I do not beleeve I cud have done better or eeven as well. These frends of yures, sed Ma, do thay evver have parties at thare hoam?

Wen you go out, sed Ma, I have often thought it wud be much nicer if you went to sum nice hoam party insted of going to a cafay & singing The End of a Prefect Day until the beginning of another Prefect day.

Well, sed Pa, to tell you the truth moast of my frends dosent stand so strong at hoam as I do, & thay doant feel at liberty to ask thare frends thare. You are such a good littel fellow, sed Pa, that I nevver have a minnit's dout about asking the boys here.

Well, sed Ma, go ahed & have yure party if you want to. I often think, sed Ma, that men nevver grow up. Such littel things seem to please them. Imagine a bunch of wimmen playing pinnacle a whole eevning & preetending to be happy!

I cuddent imagine it, sed Pa. What men has other enjoyments. Playing cards isent chatty enuff for them, Pa sed. Thay have so much in common, so many things & nabors to talk about, sed Pa. Men are punk talkers, Pa sed.

I nevver noticed many daws in yure talk, sed Ma.

I am one man in a thousand, Pa sed. Expresshon is second nater to me. I cud talk a whole eevning with you, sed Pa, & do all the talking. It is one of my methods of self deefence, Pa sed, to keep the floor.

You can certainly keep it, sed Ma. But gitting back to that card gaim you are going to have, I hoap you will put plenty of ash trays on the tabel. You have moar room on the tabel for ash trays than you used to have in the old decanter days, Ma sed.

That is vary true, sed Pa. I will tell all the boys to be neat about the ashes.

Doant you dare tell them anything of the sort, sed Ma. I doant want them to think you are married to a Killjoy.

Then, sed Pa, I will be guided entirely by yure wishes in the matter, Pa sed, as soon as I can hire a few detectives to cum here & find out what yure wishes are.

Then Ma laffed & toald Pa to have a good time at his party & do anything the boys wanted to.

The One Thing Needful

One Sunday two small boys were digging in a vacant plot of ground when a man who was passing stopped to give them a lecture.

"Don't you know that it is a sin to dig on Sunday unless it is a case of necessity?"

"Yes, sir," timidly replied one of the boys.

"Then why don't you stop it?"

"Cause this is a case of necessity," replied the little philosopher. "A feller can't fish without bait."

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Fierce Fights In Monchy Sector; German Counter-Attacks Savage

By W. Beach Thomas
(*Press Correspondents' Headquarters, France, April 24*)

Encounters as magnificent as terrible were engaged in yesterday evening across the bare but undulating country beyond Arras. In the open soldiers marched and charged and fell and retreated. From the wake of a charge group or masses of prisoners were herded back, so obvious to the naked eye that their own guns could spare them.

I should doubt if ever the Germans have counter-attacked in greater volume or thrown in fresh troops in a more determined manner from the north to the south of the front of attack. Monchy was the center of the storm system. Yesterday afternoon 3,000 fresh German troops gathered in the Sart Wood and as many in the Vert Wood. In the Sart they were seen as they entered and so broken by a concentration of our heavy artillery, whose shells are today exploding with more power and regularity than ever before. That force was shattered, and the miserable remnant dared not debouch. The thousand in the Vert Wood were luckier. They massed without much disturbance and charged the lines we had captured earlier in the morning south-east of Monchy, and in spite of great losses drove us back a few hundred yards. A handful of our prisoners could be seen among the green coats on the way back to Vert Wood.

Two hours later we again attacked and forced back the German storming party from most important places. All the while the enemy emptied shells into Monchy, which went up in red brickdust till nothing but a few skeleton houses were left. The smoke and dust quite obscured the hill, in spite of the strong wind, for half-hours at a time. A non-combatant in one of the trenches on the hill was continually sprinkled with earth and bits for four continuous hours, and when he finally escaped he saw, to his disgust, that shells were bursting over the country three miles behind him, and what are called "Whistling Percies" were sprinkled farther back still. This counter-charge of the Germans was repeated in various degrees all along the front.

German Gun Fodder

We had captured Gavrelle village, north of the river, early in the morning. The resistance was small, and the Germans surrendered, easily. In spite of this, when once we took it they hurled fresh troops on the position here and just south of the village with lavish contempt of life. Two of the battalions holding trenches in front could not face our shell fire, and bolted across the open, where they were caught by a creeping barrage and almost annihilated.

Fresh troops hurried forward proved of higher courage. Indeed, everywhere that the troops had endured our preliminary bombardment they were completely robbed of the dash and obstinacy that marked the fresh troops especially those newest to fighting.

Among the prisoners taken south of Gavrelle was a bearded man who had never been out of Germany till the eve of the battle, when he was sent forward with a drift just as our attack started. "The war is just madness," he said, and when he was in the throes he put down his rifle and stayed with a wounded friend in a shell-hole. When he was taken, like a true philosopher he started smoking his pipe, awhile still under fire. Most of the captives, a very mixed crowd from Schleswig, Baden, Hamburg, and other places, were stout enough and fairly confident in a sort of victory to be won by the U-boats. They were quite grateful for the kind treatment of their captors on the field of battle and elsewhere.

Swaying Village Fight

South of the line there was sterner fighting than to the north, yet another counter-attack pressed home by two bodies of the enemy moving south and north-west drove us for a while from the village of Guemappe, but here, as elsewhere, we renewed the morning's battle between 5 and 6 p.m. and re-stormed the village, where we found every cellar blown in by shells. Pressing through, we finally fortified a good line beyond.

Since the Battle of the Somme opened I should doubt if the Germans have ever lost more men in attacks of this nature. Their losses from shell-fire alone while gathering for the charge were on the highest scale, though no unusual number were found dead in the trenches which we stormed. The chief mark of their defence was its depth. The farther we got the stronger forces our infantry and artillery found. Perhaps the stiffest defence was along the Scarpe River valley, where the facing banks gave the enemy perfect conditions for cross-fire from the flanks. Here we have struggled forward almost yard by yard. Some English troops, hailing the day of their patron saint, wore red and white favors as they went forward to fight for St. George and Merrie England.

The battle ebbed a little this morning in all quarters except the air. The atmosphere was almost Italian and not a cloud was in the sky except shrapnel clouds, which were thick enough overhead to cast heavy shadows and compose a mackerel sky for hours at a time.

Germans Bringing Up Guards

Later.—Fighting was resumed this afternoon. The Germans are bringing up Guards and other picked troops to arrest the advance.

The extremes of ebb and flow were seen in the southern fighting near Fontaine-lez-Croisilles and the Hindenburg line, and the exchange has at the moment ended in our favor. The fortune of the day his inclined this way and that ever since we drove back the enemy a mile or so in our attack of Monday morning.

By noon (on Monday) we appeared to have gained all we wished, but the ground hereabouts is without definition. There is no village, no wood, no regular trench. Straight and continuous lines are unthinkable. We have not been able to search all the shell-holes and dug-outs. One of the few clearly marked places was a little patch of trenches dug months ago by the enemy as a practice ground for his storming troops. They were a model of a section of our system which he meant one day to attack.

By 7 o'clock in the evening the enemy had collected in the neighborhood of Cherisy and Fontaine-lez-Croisilles a strong force of reserves, who charged in overwhelming volume from two directions. They were helped by one or two pockets of Germans whose lairs had been overrun and who rose up with rifles behind our troops. The fighting was hot, but when night fell we were pushed back to our original line in this area, laboriously taking with us quite a number of prisoners captured in the morning. A few were re-captured by the enemy.

No Gain By Either Side

The whole day's fighting here had yielded not an inch of ground to either side, though the honors lay with us. We had 1,200 prisoners to our credit, including a battalion commander, a pale, polite little man about five feet in height who spoke with appalled admiration of our artillery fire. But the fight was too much like a drawn battle for the temper of our troops and early this morning our battalions, full of dash and zeal in spite of their labors, charged down the ridge, drove the enemy back at a canter, and, clearing the ground more thoroughly, at last secured the position.

There is every sign that the enemy continues to concentrate troops and guns. Batteries are massed along the River Scarpe and are using ammunition recklessly.

Our total gain in the fighting is that we have firmly won the villages of Gavrelle and Guemappe. With the ground between them our line is curiously tortuous, and all the more important ridges are in our hands. The prisoners by now probably number 2,000, and the German losses in men are enormous. We have had curious evidence at many points, especially at the chemical works near Rœux, which was a nest of trench mortars, and at Guemappe, of the pains taken by the enemy to remove his dead or to hide them.

Great Losses Admitted

I have seen and talked with a number of prisoners. They included a grocer, a schoolmaster, a waiter from a Paris hotel, and a stationmaster. They all agree as to the intensity of their losses and the deadly effect of our artillery fire, and their evidence is the stronger that the men are of the better quality and fought well.

A captured document demanding more French civilian workers from the German commandants of certain specific villages proves that the principle of slave labor has become a definite part of the German Army system.

One tank in the fighting had a nine hours career, in which it spent all its ammunition against the enemy's troops.

The American Covenant of War

(Continued from Page 10)

soldiers strong; that a fleet is not fifty battleships but is one battleship fifty-battleship strong; that a nation at war is its body of citizens become one unit of service all-its-serviceable-millions strong.

That in a free nation all units of usefulness in peace are voluntary units of service in war.

That in a free nation universal obligatory service is not different from universal voluntary service; obligation is recognised as just and natural and disappears in consent.

That no nation could endure whose citizens reserved the individual right to decide whether and how to serve.

That disloyalty is refusal of the service required.

That disloyalty is refusal of the service asked.

That the treatment to be meted out to the citizen who refuses to defend the nation when at war should be the refusal by the nation any longer to defend that citizen; should be deprivation of all his rights under its laws, the withdrawal from his property and business and from his home and from his life of the safeguards of its government, of the shelter of its institutions, of the protection of its police, and of any foothold whatsoever for him on its soil: Defend or be not defended.

That these are not guileful, willful, slothful, playful days.

That the loyal part of this whole nation now organises itself into a unit of service for war.

That whatsoever the service every loyal American can or is called upon to render, each shall say to himself and to all the rest: With this service I would help the nation to win victory.

That every smallest garden shall be recognised as a corner of the desert battlefield.

That every furrow made by the plow shall run into the soldier's trenches at the front.

That every barbed blade of wheat shall be a spear.

That every bandage for a wounded youth shall be part of the garment of destiny to stanch the ebbing blood of the wounded, the better, world.

To the end that the German Nation shall leave this nation in peace.

To the end that the German Nation shall leave every other unoffending nation at peace.

To the end that the German Nation shall cease to seize the lands and homes of other peoples as lands and homes for its own people.

To the end that it shall cease to proclaim its lust of conquest to be God—an Almighty God of plunder and butchery, of torture and treachery and lies.

That the fighting, wounded, blinded, starved, agonised generation sustaining this conflict shall pass the heritage of civilisation and the ark of the world's ideals safely on to generations yet unborn.

That these are immortal working days.

That the pick of the nation shall gather into camps to train for the armies, shall flock to the seashore to await the building of the ships.

That while they train and while they wait, there shall be a great resurrection of this nation's heroic martial dead as memories.

That the Great Lakes shall give up their great story.

That out of their green battle-graves the forefathers of the Republic shall send word.

That the pioneer riflemen guarding the border of the growing nation, the footsore, ragged Continentals, the footsore, ragged Confederates, the hardy sailors from out the remembering sea—all shall say: We understand and we fight with you.

That the old Confederate Ram, that the old ironclad built of scraps of rusty iron in the cotton fields, shall circle by night about the fleet and affectionately nuzzle the young destroyers.

That this nation shall be made one with its heroic dead of the land and of the sea, receiving with bowed heads a great tradition.

That the crowded ships shall carry the armies to other lands—shall sail away with them from their native land to the rescue of other native lands which are fighting also for their land.

That many shall limp back mangled, many shall grope their way back sightless, that many shall be borne back in their long silence as dust to their country's hallowed dust.

That the fate of many shall never be known, only that they fell fighting.

That there shall be Victory.

That Victory shall be the Victory of these Dead.

That somewhere—in some one of the countries—on some spot where earth and water meet, a monument will rise.

That upon it shall run words like these: Their Fatherlands together rear this monument to their commingled ever-living dead: Fallen heroes, strangers to one another, comrades in arms, shedding one human blood in one most human battle: Eternal gratitude is their sepulchre.

That these are slowly brightening days.

That now is the beginning of the gathering of the nations together about the entrance to their long futureward common road, safe to all, unsafe to none.

That as they move onward they shall begin to mingle, ever peacefully.

That as they move forward and mingle more and more with the quiet overflow and interflow of their friendly peoples, they shall ever be drawing nearer to the goal of all human endeavor, of all human hope, when races shall melt into the human race, when nations shall behold their barriers leveled and lost in their one country, the world.

That inconceivably distant as that gathering of the nations together times still look backward to this Valley of Death; that with actual or with inner vision they shall see standing there the monument to its ever-living dead.

That haply two bright heralds standing on the unguarded battlements of those hard-won heights, and scanning the long upward human road, one shall say to the other with a smile, yet with a tear:

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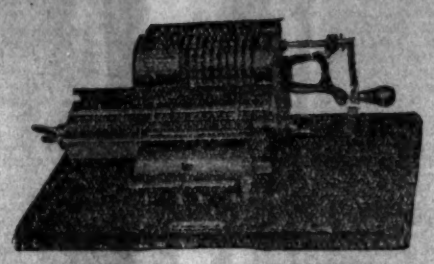

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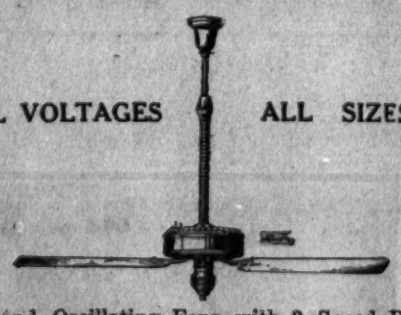

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What Majestic Niagara Falls Taught 'Billy' Sunday

By Reverend 'Billy' Sunday
(In an Interview)

During the campaign in Buffalo, I paid a visit to Niagara Falls. Going to Buffalo without visiting the Falls is like swallowing the pill-box instead of the pill.

If, as Shakespeare said, you can find "tongues in trees, books in the running brooks, sermons in stones and good in everything," what a world of inspiration there must be in Niagara Falls!

It occurred to me that no one could live in the vicinity of that stupendous work of nature without being the better for it—without profiting by the lessons it teaches and the pictures it conjures up; and yet, I suppose, the people who live in the city of Niagara Falls aren't very much better than the general run of us. Living next to a bank doesn't make you rich. Staring at the bottle of medicine which the doctor has prescribed for you, won't cure your sickness or stop your pain: You've got to take it.

And so there are people who have been brought up among Christians, thoroughly understand what Christianity promises, realise that Christianity is the one big thing lacking in their lives, and yet they never get to the point of definitely taking their stand on the side of Christ.

Many people regard Christianity as a dose of bitter medicine or a visit to the dentist. They know it's what they need, they know it is the only thing that will give them peace, and yet they keep "soldiering" along and turning aside the relief that is offered them instead of embracing it.

You know how a man acts when he has a toothache. He sits nursing his face for an hour or two, hoping that the pain will leave him as suddenly as it came, and when it gets to be so bad that he can endure it no longer, he says to himself: "Here's where I go to the dentist. I hate like thunder to do it, because I know how he is going to torture me, but I will be better for it afterwards."

He puts on his hat and coat, and then the picture of the dentist's chair and his drills and his various other instruments of torture loom up before his imagination, and he begins to hedge.

"Maybe the doctor won't be in. Better call him up first."

He goes to the telephone, and as he awaits the dentist's response, he's not half as enthusiastic about the visit he was planning as he was at first. He's like the fellow who went across the ocean for the first time and was very sea-sick, and when a steward asked him how he felt, he said: "I feel very bad, steward. One minute I'm afraid I'm going to die and the next I'm afraid I'm not!"

"Hello, is this Dr. Painkiller?——Well, this is Mr. Jones, and I've got an awful toothache—it isn't quite as bad as it was—and I was wondering whether I could come right around.——All right, I'll be right around."

He goes out on the street and his tooth is aching like the old Nick and you would think that the sooner he could get to the dentist the better pleased he would be, and yet the nearer he gets there, the slower he walks.

"Don't think it hurts quite as much as it did," he keeps saying to himself. The silly fool is thinking all the time of the pain he will suffer in the dentist's chair instead of the relief he will get out of it.

"Sure enough, the pain's going away," he says to himself, "Guess I'll call off that engagement!" and within half a block of the dentist's office, he steps into a telephone pay-station and cancels his appointment!

Isn't it idiotic? Can anyone understand how a man with the slightest trace of intelligence and even the suggestion of a backbone, can act that way?

I don't know much about dentistry but I do know that if you keep neglecting a tooth that is crying for attention, that tooth is surely going to rot away and may carry some of the others down with it to destruction; and I know, on the other hand, that if you heed the S. O. S. which an aching tooth sends out and give it the attention it needs, you can save not only that tooth but others which need attention as well.

In this respect, men's souls are not very different from their teeth. When a man realises that his old way of living is wrong, that he is not only making a mess of his own life but is also helping to ruin the lives of others, that the time has come for him to think of religion—to embrace Christianity, then his soul is crying for Jesus. If he heeds that cry, not only will his own soul be saved but his life from that moment on becomes an asset to Christianity instead of a liability.

People say: "There's no hurry about this religion idea. Tomorrow will do just as well. One more day of the old life won't make a particle of difference. Tomorrow, I'll have a talk with the minister about it."

Billy Sunday in characteristic action during a sermon.

That might be the part of wisdom if any of us could be at all sure that we will be here when tomorrow comes.

I suppose every single soul on boord the ill-fated Titanic on the night it struck the iceberg and went down had planned exactly what they were going to do on the morrow. Alas! for them tomorrow never came!

Perhaps not one in a hundred of those who read these words will meet the tragic end which overcame the victims of that disaster, but who of you knows when his end will come?

Putting off till tomorrow is bad business whatever way you look at it.

It's like the negro who had committed a murder and was condemned to death. When his time came and he was walking from the death-cell to the electric chair, he turned to the minister who was accompanying him, and, shoking his head thoughtfully, said:

"Parson, this is suttingly going to be a lesson to me!"

Many of us will learn our lesson when it is too late.

But even if we could be absolutely sure that we would live for a definite length of time, it is hard for me to understand why anyone should defer embracing Christianity once he has decide that it is the only thing for him to do.

When you buy tickets for a theater you don't deliberately wait until the middle of the third act before taking your seat, do you? You want to see as much of the show as possible.

When you want to see a ballgame you don't wait until the seventh inning before entering the grandstand? On the contrary, you hurry through your lunch so that you may get there before the game starts and not miss a single minute of the warming-up.

When you are going to the docks to meet a steamship which is bringing home one of your dearest relatives or friends—one whom you are really impatient to see, you don't show up at the pier two or three hours after the time scheduled for the vessel to dock—you are so anxious to meet your friend that you get to the pier half hour before time, don't you?

If a man were to offer you a wonderful job—easy hours, congenial work, five times the salary you are getting, every opportunity for advancement—and told you to let him know tomorrow, Monday, whether you would accept it, would you let it slide till Tuesday?

Not on your life! You'd lie awake half the night, get up in the morning about two hours earlier than usual, doll yourself all up, hurry through your breakfast and hustle downtown faster than you ever did in your life before, with a smile on your face and hope in your heart—anxious to grab your big chance.

What is such a chance compared with the chance that Christ offers every one! It is yours for the asking. All you have to do is to accept Him and forsake your sins—and yet men say: "I'll hit the trail—tomorrow!"

When I gazed on majestic Niagara, it pictured to me the wonderful power of God, and when I viewed that swirling maelstrom called the Whirlpool Rapids, it conjured up before my eyes the struggle of humanity. It occurred to me that an eggshell would have as much chance of survival in those turbulent waters as a frail human being has in his fight with the devil without the saving power of Christ.

Men have lost their lives trying to buck the currents of Niagara, and so do men lose their souls in their fight with the devil unless Christ is on their side.

Anyone who believes that he can fight the battle alone is going to make a shipwreck of it.

The great Napoleon, in the flush of success, was said to be an atheist. "Providence is always on the side of the last reserve," he is quoted as saying. In the reverses of his later days, however, as a prisoner on St. Helena, Napoleon came to realise the impotence of mortals and the divinity of Christ.

"I have inspired multitudes to die for me," he said. "God forbid that I should form any comparison between the enthusiasm of my soldiers and Christian charity; they are as different as their causes.

"Now that I am at St. Helena—now that I am alone nailed to this rock, who fights and conquers empires for me?

"Such is the destiny of great men; of Caesar and of Alexander; we are forgotten, and the name of a conqueror, like that of an emperor, is only the subject of a college theme. What a gulf between my misery and the eternal reign of Christ, preached, praised, loved, adored, living in the whole universe!"

Of course, everyone looks upon Niagara from a different angle. The engineer sees only its potential energy and deplores the tremendous waste that is involved in preserving its scenic beauty.

The lover of nature, on the other hand, regards the work of the engineers as the act of vandals and believes that the great cataract should not be impaired by the hand of man.

And so it is that human beings look at life through different eyes.

Can you see anything inspiring in four women, all possessing their normal faculties, seated around o bridge table three feet square, engaged all the afternoon in a life-and-death struggle for a chafing dish or a percolator?

Some people can. I can't.

I can't understand why people who know that the life of a Christian is to be preferred to a worldly life don't forsake their old ways and become Christians.

Perhaps it is hard for one who is a Christian to understand these things, because he knows what it is to be a Christian. He knows that there is no joy that the devil brings you which compares with the experience of a Christian.

He knows that in religion lies the only real happiness—that the ways of righteousness are "ways of pleasantness and all her paths are peace."

But everyone can enjoy this same knowledge if he will only accept Christ, repent and live the life of a Christian.

You've got to have faith.

You've got to believe that God means exactly what he said; that He knows exactly what He is talking about; that He can give what he promises and carry out what He threatens.

Do you doubt God's power?

At Niagara Falls, there is an elaborate railroad which runs around the edge of the Gorge. For twenty miles it encircles the canyon. At some points the tracks are laid so close to the edge of the precipice that passengers gazing through the windows cannot see the ground they are riding on, while two hundred feet below, the whirling rapids thrash themselves into spray and foam. No human life could live in that whirlpool. If anything should happen to derail those electric cars, their human freight would be dashed to the bottom of the canyon and meet instant death.

Why is it, then, that the passengers in these cars feel no alarm? How is it that they can gaze calmly at the turbulent waters two hundred feet beneath them, realising that the tracks they are riding on are laid not six inches from the edge of the precipice?

It is faith! They have faith in the knowledge and skill of the engineers who built that railroad. They wouldn't venture to walk along the edge of that precipice, they would't trust to their own judgment in a matter of this kind for a moment, but they are perfectly satisfied to rely upon the ability of others.

But if you will trust your earthly lives to the ability of human engineers, why not entrust your souls to the Great Engineer who constructed the Universe?

Humanity is frail. Even the wisest of us stumble. Homer nodded. The greatest engineers are capable of miscalculations. Great bridges have collapsed. Nothing that is human is perfect. Accidents are inevitable. Yet people trust their lives to the skill of men every day.

Why not trust God. Don't you believe He is as much to be relied upon as His creatures?

Why not believe His word?

You say you do believe the Bible? You say you believe the Bible and yet you hesitate about taking your stand for Christ What are you waiting for?

Once you have decided that a certain course is the proper one for you to follow, the sooner you commence your journey the better it will be for you. Why start something you are afraid to finish? Why allow "'I dare not' wait upon 'I would,'" as Lady Macbeth expressed it.

Don't be kept back by the fear of the comment of your associates, the scoffing of your boon-companions. Rmember the words of Jesus Christ: "Every one therefore who shall confess me before men, him will I confess before my Father, who is in heaven. But whosoever shall deny me before men, him will I also deny before my Father, who is in heaven."

MAXIM GORKY MAKES ATTACK ON MILUKOFF

By Herbert Bailey

Petrograd, May 10.—Maxim Gorky, the tramp novelist, whose anti-British outbursts and assertions that Milukoff is in the pay of Anglo-French capitalists daily mark the columns of his newspaper. The New Life, foreshadows another political crisis, in which the Council of Workmen's and Soldiers' Deputies will endeavor to retrieve their position.

The council is very angry at the course of recent events.

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DON'T NEGLECT YOUR KIDNEYS.

Keep the kidneys well. They do more work than any other organ of the body, because the blood all goes to the kidneys thousands of times a day to be filtered and purified.

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These are some of the symptoms of kidney impurities in the blood. There are many more, but these show our meaning.

Whatever you do, whatever you think your disease is, look well to your kidneys at the first sign of anything wrong. Give them just the aid they require in

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WITH MAD SKIPPER, PRISON SHIP RUNS BRITISH BLOCKADE

Dr. McKim Tells How Yarrowdale, With Survivors of Georgic, Bucked North Sea Gales Under Brutal Captain

BOMBS COULD SINK VESSEL AT FIRST SIGN OF MUTINY

Lieut. Barrowitz Abused And Cursed Americans and Beat Prisoners and Crew on The Slightest Provocation

Dr. Orville E. McKim, the American veterinarian, was aboard the White Star liner Georgic when she was sunk by the German raider. He was taken into Germany on the Yarrowdale, and for the first time describes his adventures on the trip. He is the first American of those held in Germany to return to his own country. The first two instalments of his story told of the actual sinking and described prison life on the raider. Today he writes of running the British blockade.

By Dr. Orville E. McKim

On Wednesday, Dec. 13, four hundred of us prisoners were transferred to the Yarrowdale which had been cruising around in the wake of the raider ever since she was captured. A few provisions having been brought over from the raider, we parted company, and I was mighty glad to see the last of her. I didn't know then what was awaiting me in Germany.

On board the Yarrowdale eighteen German guards under Lieut. Barowitz were responsible for four hundred and sixty-two men, many of whom were belligerents.

I have often heard people laugh at the idea of less than a score of men subduing and holding several hundred, and taking a ship into port under such conditions. Just listen to our predicament:

On the Yarrowdale's bridge, one at either end, are two bomb, each of them large and powerful enough to sink the ship. Lanyards are arranged so that the commander can lower them over the side and explode them, almost with a single movement of the hand.

In the engine room, placed at the most vital points, are three bombs just as big and just as powerful. The German in command of the engine room has orders to explode all three the second he receives a singal from the bridge which has been agreed upon.

Beside, the bombs, there are several boxes of hand grenades, always guarded by one of the German sailors who is heavily armed. There never are less than three Germans on the bridge—Barowitz, whom I believe to be crazy as a March hare, usually sleeps there, if he ever sleeps at all—and with these deadly weapons they could quickly quell any disturbance which might arise on the deck by literally blowing us to pieces. If we should succeed in overpowering the guards, Barowitz will blow the vessel up.

Left to Themselves

The food was a little better than on the raider. As soon as we were on board, Lieut. Barowitz "signed up" the Norwegian crew of the steamship Hallbjourg, and it was they who manned the vessel. He then informed us that we would be obliged to shift for ourselves so far as the commissary was concerned.

"There is enough food for twenty-six days," he said. "And it has got to last twenty-six days. And be careful that you don't skimp the German guards. If you try to hold out food on them you'll find yourselves with worse troubles than starvation."

And the cheerful admonition was carried out to the letter, you may be sure, for Barowitz was a devil in uniform.

No matter how long I may live, I shall never forget, the first two nights on this madman's ship. The German guards tell us that Barowitz never leaves the bridge. He doesn't sleep and he scarcely eats. He must be trying to get to a certain point by a certain time, or cross some imaginary line before a certain time. His German seamen don't know just what his idea is any more than we do.

I have seen terrific storms at sea. I have been on ships where the floor of the saloon was awash for days and nights at a time, but never before have I been frightened. I am on this crazy ship with a crazy skipper.

Straight into the teeth of a ninety-mile gale we are driving ahead at a speed which must be at least nine knots. This is tremendous for a vessel like the Yarrowdale. Continually she sticks her nose down, and her tail comes out of the sea and quivers as the propellers spin.

Threatens Engineer

For days we lived under this strain. One morning I heard a great commotion outside the door of our cabin. I listened closely. It was Barowitz swearing and cursing at the Norwegian chief engineer.

"—— —— you," he bellowed, "if you let those boilers drop one ounce below 220 pounds I'll blow out your——Norwegian brains!"

The boilers never got below 220, Barowitz meant what he said. He knocked his own men down just as cheerfully as he did his prisoners—frequently it seemed even more so.

After seemingly endless days on what had become a ship of terror, we sighted Iceland. It was so cold and rainy most of the time that we had not been able to take our airing on deck, but from the time we sighted Iceland we were not allowed above, anyway. For four or five days and nights we jockeyed around. Whenever we sighted a light at night or smoke in the daytime we turned and ran.

We were likely to be fired on at any moment by a British patrol boat or a submarine. We knew we were more than likely to bump a British mine, and as we could not display our colors a German submarine might sink us without warning—as they have been known to do. Finally, there were the German mine fields ahead of us.

Eluded British Patrol

At last one morning Barowitz came down into our quarters. His face glowed all over and he rubbed his hands with glee, for all the world like a money lender who had just driven a hard bargain.

"We have got through the British patrol," he said. And it seemed to give him more satisfaction to taunt us with the information than it did to accomplish his purpose.

From that time on the attitude of Barowitz and his men changed toward all Americans on board. Until then he had acted with some restraint and the German sailors had been very friendly and courteous. Now that they were nearing the Fatherland, they treated us with the greatest disdain and superciliousness, heaped abuse on us and called us American "swinchunds," which meant dirty dogs.

One incident illustrates this attitude. The surgeons from the different vessels captured took care of all the men on the Yarrowdale, German and prisoners alike. But one of them, Dr. Davis, an American who had been on the Georgic, was ill himself. He was in the saloon, and we usually slept next to each other on the floor under a table.

Now I learned afterward that unwittingly, Dr. Curran, one of the English surgeons, made a remark in the presence of Barowitz which sent the commander into a delirium of anger against poor Dr. Davis.

In making his daily report to the German commander, Dr. Curran said:

Coal Bunkers His Prison

"Here's two more of the Georgic's men that I have to take care of because their own surgeon isn't doing it."

"What!" yelled Barowitz. "Is there a doctor on this ship who isn't doing any work?"

Before Curran could utter a word the German officer leaped down the companionway from the bridge and burst into our cabin.

"Who is the physician from the Georgic?" he bellowed.

Dr. Davis, who was lying under the table with me, propped himself up on one elbow and in a weak voice said "I am."

"Stand up when you speak to me!" Barowitz roared.

The doctor staggered to his feet and stood swaying and clutching the table for support.

"Down into the coal bunker!" ordered Barowitz.

"I—I am an American, sir," stammered Dr. Davis.

"American be demand!" yelled Barowitz. "You're a doctor and you haven't done your duty. American bankers made this war and, by God, they'll have to pay for it yet."

Dr. Davis, who is over fifty years old, started to get his overcoat, but with great brutality, Barowitz pushed him through the doorway, and he was locked below in the damp, cold coal bunker with nothing but the thin clothes on his back, and the German officer refused even to send the overcoat to him.

I never expected to see him alive again. The men in the bankers told me he did not touch food for three days and that he lay shivering most of the time.

Helped Sink Lusitania

It is difficult for a real man to understand such brutality as Barowitz exhibited, but when one knows that the German sailors on board the Yarrowdale said that he was in the submarine which sank the Lusitania, and that he was proud of it, it becomes entirely believable.

Well, about 9 o'clock one night we passed Bergen Light, and, in the morning were lying in Ore-Sund which separates Denmark and Sweden. We were certainly in neutral waters, for the sound was only three miles wide with Sweden on one side and Denmark on the other. Imagine, then, our amazement when a German patrol steamed alongside and made fast.

Shortly a Swedish patrol boat steamed up and an officer came on board and gave the Yarrowdale "a look." This is the only word which conveys the proper meaning. He didn't inspect her. He simply cast a casual glance about the deck and then went away.

If the Swedish officer had gone below there is no doubt that we would have been interned and would not have endured the suffering which awaited us in Germany.

As it was the Swedish authorities told us that if we remained more than twenty-four hours we would be interned.

That night I did not sleep a wink. All night long we would go ahead a little distance then back off, then ahead once more, sometimes at full speed, sometimes very slowly. If I had known what awaited us I think I would have preferred to strike one of the German mines. But we didn't and shortly after daybreak we slid into the harbor at Swinemunde, and the crew of the Yarrowdale received one of the greatest naval ovations I have ever witnessed. Flags were dipped in salute, guns were fired and whistles shrieked. Barowitz went ashore and was feasted and feted. I saw later in a German paper he was decorated and promoted to the rank of Lieutenant.

What happened after we went ashore is subject for future articles. There had been blood curdling experiences on board the Yarrowdale. They were child's play compared to what we endured in Germany.

JOFFRE PUTS WREATH ON GEN. GRANT'S TOMB

Alone in Crypt, He Pays Reverent Tribute to Another Great Warrior

New York, May 11.—Marshal Joffre paid his own and France's tribute to the memory of Ulysses S. Grant yesterday afternoon. Accompanied by M. Viviani, the Marquis de Chambrun, Lieut. Col. Fabry, Lieutenant de Tessan, Vice Admiral Chocheprat, and other members of the French Commission, the great soldier went to the Tomb on Riverside Drive, and, climbing an old rickety stepladder that had been hurriedly requisitioned, he climbed to the top of the sarcophagus in which rests the remains of the Union Commander and reverently placed upon it a wreath of laurel, held together by the colors of France and America. Joffre was alone in the crypt. Beyond the stone rail, with bared heads, stood the other members of the commission, Mayor Mitchel, General Daniel Appleton, General Leonard Wood, and a few others.

The police estimated that at least 25,000 people gathered outside the Tomb when the automobiles bearing the official party arrived at 5.30 o'clock. Along the western edge of Riverside Drive and facing the Tomb was the Seventh Regiment, in full dress gray uniforms, and several hundred recruits in khaki.

The great crowd appreciated the solemnity of the occasion, and for the first time since he came to New York Marshal Joffre was received in silence, but it was an eloquent silence. The column of automobiles, with the one in which rode Joffre and Viviani in the lead, circled the monument passing in front of the long line of Seventh Regiment men who stood rigid and at salute. Not once, but several times, it was said afterward, Marshal Joffre commented on the splendid soldiery appearance of the Seventh.

Followed by M. Viviani, Joffre and the other members of the party left their automobiles at the foot of the roadway which leads to the entrance of the Tomb. As he arrived at the entrance Marshal Joffre halted for a moment, raised his hand in salute, and bowed his head for a brief second as in prayer. Then he proceeded slowly into the darkened place, walked up to the balustrade and looked down into the crypt at the sarcophagi of General Grant and his wife. Colonel Fabry, M. Viviani, and the military and naval members of the commission joined him.

A guard stepped up to the Marshal and said:

"Marshal Joffre we are ready to go into the crypt."

Joffre understood, and with the guard leading the way he descended the stone steps leading down to the crypt. Behind him was a soldier carrying the wreath that was to be placed on the sarcophagus.

All of the party except Joffre took up their position alonside the circular wall of stone. The Marshal vaulted the wall and was followed by one of the guards who lifted the ancient step ladder in after him. The ladder was placed alongside the sarcophagus and Marshal Joffre slowly ascended it and placed the wreath in position. It was an impressive scene, the white-haired French soldier in the darkened place standing on a rickety ladder and reverently paying tribute to a great soldier of another era.

When he had arranged the wreath Marshal Joffre stepped back and stood at attention, his hand at salute. He uttered a word in French, so low that it was inaudible even to those nearest him. Then he quietly climbed to the top of the marble wall and jumped down.

After a brief inspection of the battle flags in the Tomb, Marshal Joffre re-appeared to the throngs outside, and a moment later the Seventh Regiment, with its band playing the "Marseillaise," began marching in review. Then the cheering began, and it lasted until the last man had passed.

From Grant's Tomb the visitors went to the Joan of Arc Statue at Riverside Drive and Ninety-third Street. Here was another great crowd, as big, it appeared, as the one at Gran't Tomb. A committee headed by Dr. George F. Kunz, President of the Joan of Arc Statue Committee, received the visitors. There was also present a delegation representing the Daughters of the American Revolution, who presented Marshal Joffre with a check for 38,000 francs, to be used in a way he sees best for the relief of suffering in his country.

There was no speaking, but plenty of cheering and flag waving. Joffre received a wreath of white laurel, which he placed at the base of the monument. As the Marshal placed it in position the crowd remained silent and the men and boys bared their heads. The ceremony was as brief as it was impressive, and it was over in less than five minutes.

A young woman, who said she was Mlle. Yvonne Villirate of 310 West Eightieth Street reached the side of Colonel Fabry and asked him if on his return to France he would try and find her fiance, Major Goulon, who when she last heard from him was in the trenches. Colonel Fabry promised her that he would surely try.

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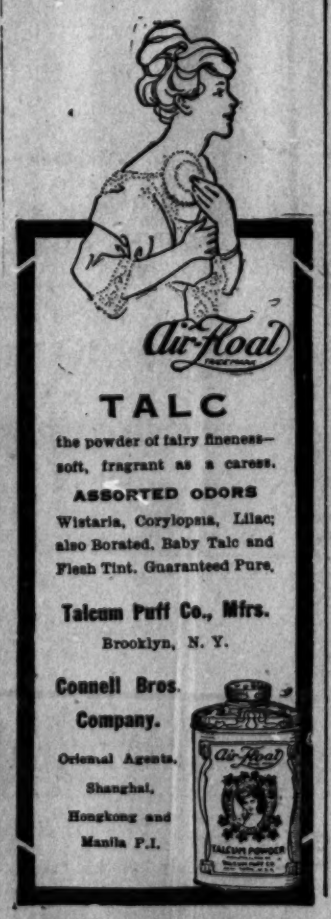
Manager.
37 4



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Tel. Pri. office No. 4331

Dr. Gilbert Reid in Court Formally Charged with Libel Of President and Reinsch

Editor of Peking Post Pleads Not Guilty and Will Go To Trial in U. S. Court Here Monday

Dr. Gilbert Reid, editor and proprietor of the Peking Post, appeared before Judge Lobingier in the United States Court for China yesterday and was formally charged with libelling President Woodrow Wilson and Paul S. Reinsch, American Minister to China. He pleaded not guilty to each charge and trial was set for tomorrow morning.

Another charge, that of "seditious" libel, is also filed in the Court against Dr. Reid but information in the charge was not read. The original bail of $5,000 on this charge, was, however, extended to cover the present charges upon the defendant signing an agreement in the matter.

The informations were read by Acting Clerk of the Court McRae and Dr. Reid in answer to query by Judge Lobingier pleaded not guilty and stated that he had not yet retained counsel. He said that he would be ready to go on on Monday and would file a demurrer, handling the case himself if he had not engaged an attorney by that time. United States District Attorney Holcomb appeared to prosecute.

The information on both charges follows:

Information

By this information to the United States Court for China, Honorable Charles S. Lobingier, Judge of said Court, presiding at session thereof at Shanghai, China, being on the date hereof, Chauncey P. Holcomb, Esquire, United States Attorney of said Court, accuses Gilbert Reid, a citizen of the United States of America, of the crime of libel: In that the said Gilbert Reid at Peking, China, within the jurisdiction of said Court, on or about May 9, 1917, did maliciously publish or cause to be published concerning Paul S. Reinsch, American Minister and Chief of the American Legation to China, false and scandalous matter in the form of a signed editorial in a newspaper known as the Peking Post of which the said Gilbert Reid is or was Proprietor and Editor, the said article being as follows:—

Are China's Loans Made In The Open?

"We ask the question with special reference to a reported loan to China by American bankers, working through the United States Legation, in conjunction with, or with approval of the Government of Japan.

"President Wilson has continued to disapprove of American bankers working in conjunction with the Quintuple Loan Group, on account of the political character of all such loans. Early in the first administration of President Wilson, we wrote to him expressing our pleasure at what he had done, as distinct from the policy of the Morgan group, and he replied under his own signature expressing appreciation that any American in China approved of his policy.

"It is a question, then, for the American Government to decide whether a loan made to China by Chicago bankers, or any other group, backed by the United States Legation, partakes of that political character which President Wilson has deprecated.

"It is also well for the Chinese Government, whatever it is, to take cognisance of this loan, or the loan from any bankers, being pushed or not pushed by a foreign Legation. Such unseemly and disastrous pressure is contrary to the wishes both of President Woodrow Wilson and President Li Yuan-hung.

"What, however, the Chinese Government should consider, is its own legal connection with such loans. The Constitution of the Republic, somewhat different from the methods of the Manchu Monarchy, prescribes that foreign loans should be submitted for examination and approval, as part of a Budget system, to both Houses of Parliament. As in former years, the government has itself prescribed that loans should not be made by the provinces, without consent of the Central Government.

"Is now, this new loan being negotiated, I, by the Ministry of Finance or by the Premier? II, direct with American or Japanese bankers or through the American or Japanese Legations? and III, by final reference to Parliament for approval or disapproval?

"We have heard it reported that the Military Governors were converted to the war policy by the prospect of receiving a large portion of the new loan for military needs in the provinces.

"Here, then, is a question both for the Chinese and American governments:

"1. Does the American government, particularly President Wilson, approve of a loan to China, at this critical time, for any other purpose than as an Industrial Loan or for Government re-organisation?

"2. Does the Chinese Government, particularly Parliament, approve of a loan, at this critical time, for any other purpose than as an industrial loan or for government re-organisation?

"While Parliament in a serious manner enters on a study of this particular loan, it might also make some further inquiries.

"It might inquire whether any loan was contracted, as a further burden for future generations, to secure support for the severance of diplomatic relations with Germany.

"It might question itself as to whether all of its members at that time were clean-handed enough to make any such investigation.

"Parliament might also probe into the doings of the Ministry of Communications and the Ministry of Commerce and Agriculture as to whether either or both have ever contracted any loan, unbeknown to Parliament.

"Here is scientific study, yea a study in ethics, for the returned student sitting in Parliament, or waiting outside.

"GILBERT REID."

And the said publication was made with the intent to injure or defame the said Paul S. Reinsch, American Minister and Chief of the American Legation to China and that by so doing the said Gilbert Reid was and is guilty of the crime of libel: Against the laws of the United States of A ica. (Code of Laws of the District of Columbia, Section 815).

CHAUNCEY P. HOLCOMB,
United States District Attorney.

Dr. Reid had pleaded not guilty to the charge. The information to the second charge was then read.

Information

By this information to the United States Court for China, Honorable Charles S. Lobingier, Judge of said Court, presiding at session thereof at Shanghai, China, being on the date hereof, Chauncey P. Holcomb, Esquire, United States Attorney of said Court, accuses Gilbert Reid, a citizen of the United States of America, of the crime of libel: In that the said Gilbert Reid at Peking, China, within the jurisdiction of said Court, on or about April 7, 1917, did maliciously publish or cause to be published concerning Woodrow Wilson, President of the United States of America, false and scandalous matter in the form of a signed editorial in a newspaper known as the Peking Post of which the said Gilbert Reid is or was Proprietor and Editor, the said article being as follows:—

America in A State of War

"The die is cast. The United States and the United States House of Representatives support President Wilson in declaring a state of war with Germany.

"America at the eleventh hour has made the plunge. The flags are flying. Loud huzzahs crack the heavens. It is all a big sport to enter actually and by daring declaration this glorified war, even if it is at the last moment.

"There is to be no more talk of peace without victory. There is to be no talk of Right over Might, but of the Might of the Mightiest battalions, submarines and dreadnoughts.

"If America is to win this war, and Germany, as England has declared from the start, is to be crushed, it will be because the Entente Group, now succored by the American Army and Navy, finance and strategy, is to be found stronger than the smaller Group of the Central Powers. It does not look very bright for this last Group, hemmed in on all sides, except here and there an outlet by land or sea, but the gloom is not due to the rejuvenation of spirituality on the other side, but to the stronger military combination.

"If America had been looking only to the Right, and had never thought which side would probably win, or ought to win for America's future safety, then Congress while declaring a status of belligerency with Germany, would at the same time have declared the same status with Great Britain. Yea, if Right had ruled in the business at all, away back in 1914, America would have declared war on the British Government (not the British people) for upsetting the Hague Conventions and Declaration of London as to contraband and non-contraband, and for issuing an Order in Council against neutral peoples trading with each other during the period of the war.

"The one side is not all of the sheep, and the other of the goats. Americans in joining the Entente will find a few kicking, outrageous goats; the new companions may now and then appear sheepish, but not lamblike.

"We do not believe that the majority of the American people are at all in favor of this last move of the government. The people have had no more to do with America's entrance into the war than the countries of Europe in the belligerent status of their own governments. And the Kaiser of Germany showed no more symptoms of autocracy in getting Germany into the great war than has President Wilson in getting the United States into the war.

"The American people may, and may not, think with the Central Government. To appear patriotic, American citizens will probably acclaim the same war doctrines as Congress and the Chief Executive. A few will always insist on their right under the American constitution and in harmony with the spirit of democracy, to do their own thinking, even though they be a weak and faltering Minority.

"The six senators, who have stood out against any form of declaration of war on Germany, are probably the same six as opposed in early February the severance of diplomatic relations with Germany. A noble and brave band.

"Ex-Secretary of State William Jennings Bryan will also continue to speak his mind. He may prove himself a hero as Lloyd George did when England went to war with the Boer Republics.

"A great many new and interesting questions will now arise through America's decision to join one Group, and antagonise another Group. The most vital of all questions, that of entering the war at all, has been decided, we must confess, contrary to our feeble hopes. We argued that President Wilson, knowing the man as we do, would strain every nerve in his brain and every chord in his heart, to walk the path of peace, of mediation, of conciliation, and of universal fairplay. He has preferred to take sides with the Entente against Germany, though stating the case as one of Right against Evil, just as Paradise stands opposed to Hell.

"GILBERT REID."

And the said publication was made with the intent to injure or defame the said Woodrow Wilson, President of the United States of America, and that by so doing the said Gilbert Reid was and is guilty of the crime of libel: Against the laws of the United States of America. (Code of Laws of the District of Columbia, Section 815.)

CHAUNCEY P. HOLCOMB.
United States District Attorney.

Anti-Kidnapping Society

That the Anti-Kidnapping Society is a revelation was the happy verdict pronounced by Mr. Edward W. Godfrey, on behalf of the committee of the institution, yesterday, at the first foreign community meeting at the Refuge at Kiangwan. Mr. Godfrey voiced the sentiment of all the guests present in making that statement.

"This is one of the best examples of institutions of this nature throughout the world," said Mr. Godfrey. "You can realise the immense amount of labor the committee has put in to make the institute as it is today. Being a speaker on behalf of the committee, of course I cannot praise it too highly. But at least, you can even see the band itself is a revelation. The players, I believe are not more than eight or ten years old, yet they can play music that we never expected from native bands."

In spite of the numerous other attractions in town, a fair number of members of the foreign community journeyed to Kiangwan to attend the affair, which drew favorable comment from all sources. The refuge stands on a lot of 30 mow of land right in front of the Railway station and was formerly occupied by the Temple of the Jade Buddha.

Four hundred healthy looking male and female inmates are now lodged within its doors and, in spite of the spacious class rooms and workshops, the compound is being taxed to the utmost. Classes are conducted under Chinese tutorship in towel and lace-making, sewing, embroidery work, chair-making and shoe-manufacturing.

A quaint little garden, designed by the tutors and taken care of by the youngsters, displayed the wonderful artistic taste of the refugees. The infirmary is conducted by a medical staff of trained inmates, who treat patients in a professional manner unequalled by many regular hospitals.

The band, 44 strong, under the conductorship of Mr. Tsu Sing-yah, furnished selections.

Besides Mr. Godfrey, Mr. Chu Pao-san, President of the Shanghai General Chamber of Commerce and chairman of the refuge committee, demonstrated the progress of the work of the society during the five years of its existence, through the interpretation of Mr. Yuan Lui-tung.

It was announced that Admiral Sah Chen-ping has offered to train inmates between 13 and 14 for the navy. Several factories are willing to take apprentices from the refuge also. The society has rescued 1,213 refugees since its commencement.

Among those present were Mr. E. Jenner Hogg, Dr. William Lacy, Dr. A. P. Parker, Mr. S. K. Chen, representing the Kiangsu Commissioner of Foreign Affairs, Mr. G. Ros, Mr. Y. Kato, Magistrate Yu Ying-vong, of the International Mixed Court and Wei Yong-kee.

News Brevities

Au Chic Parisien, at 50 Kiangse Road, is to hold a summer sale, commencing tomorrow, at which great bargains will be offered.

* * *

Messrs. Arkell and Douglas, Inc., of 38 Canton Road, have a stock of Briscoe automobiles, the "car with the half-million dollar motor." Demonstrations may be arranged.

* * *

Mr. Julius Rosenfeld, composer of Valse Moonlight and Curfew Patrol, the son of Mr. and Mrs. A. B. Rosenfeld, has just received the printed copies of his newest composition, Valse Innocence. He has arranged to place ninety copies—all he has—on sale at Moutrie's, the entire proceeds to go to the American Red Cross. They will be sold at Mexican $1.30 the copy.

* * *

Mr. H. G. Manwaring arrived in Shanghai yesterday from Hankow. He leaves again today, on Government service.

* * *

Mrs. K. D. Stewart left by the Tano Maru for Australia.

* * *

The annual number of the Columbian, published by the students of the Shanghai American School, will be off the press about June 20. The arrangement and contents of this year's publication are said to be unusually good and it is to be profusely and artistically illustrated. Orders may be sent in now.

* * *

The Commercial Pacific Cable Company notifies that the censor points out that when cablegrams are numbered, a daily serial number must be used commencing each day with number "one."

* * *

The American Song Service will be held at 5 o'clock this afternoon in the assembly room, fifth floor, Palace Hotel. Mr. C. L. Bromley is the speaker and there will be special music by Mr. C. G. Ruby.

* * *

Tong Je-sian, formerly Tutuh of Chekiang and Managing Director of the Chekiang Railway, passed away at his home in Shaoshing, at the age of 62, Thursday. He was apparently in the best of health on the previous day. He will be remembered by Chekiang as one of its most capable sons. His efforts in attempting to stop the now rebellious Tuchun, Yang Shan-teh, bringing northern troops into the heart of the province merited the highest praise of all residents of Chekiang.

Six armed robbers broke into the house of a Ningpo men, named Chen, at 419 Santai Road, last night, at 7.30 o'clock and made away with more than one hundred dollars cash and $200 worth of jewelry. Efforts of the West Hongkew police failed to effect an arrest.

*

The Chapei Public School, Boundary Road, has acquired the vacant lot behind the Elgin Road Market for its drill compound, through a lease from the Municipal Council.

*

Mr. Sung Yun-mei, editor of the Chung Hwa Book Company, will deliver a speech on the "Key to Wealth and Strength for China," at the Mandarin Church, 545 Honan Road, this morning, at 10.30 o'clock.

* * *

A tablet of merit, presented by President Li Yuan-hung, was unveiled at the Industrial and Commercial Development Association, North Chekiang Road, yesterday afternoon, by its Vice-President, Zia Fu-chu.

* * *

Mr. M. T. Stauffer will speak on "Something Wrong" at the Sunday Service League meeting of the Shanghai Y.M.C.A. at 5 o'clock this afternoon. The men's meeting at 8 p.m. will be addressed by Mr. David Z. T. Yui.

* * *

An inquest was held yesterday over the watchman killed by armed robbers at a tobacco and exchange shop at 942 Markham Road. A Chinese bystander, wounded by a stray shot is also expected to die. The thieves got $150 in money and escaped.

BANK OF ENGLAND

Reuter's Service

London, June 7.—According to the Bank of England returns, the proportion of reserve to liabilities is 21 per cent.

Bank of England rate of Discount 5%.

COTTON MARKET

Reuter's Service

London, June 7.—Today's Cotton prices were:—

Mid-American Spot	15.57d.
July-August	14.63d.
October-November	13.92d.

BAR SILVER

Reuter's Service

London, June 7.—Today's silver prices were as follows:—

Bar Silver Spot: 38¼d. Continental Buying, Steady.

Previous Quotation, London, June 6:—

Bar Silver Spot: 38¼d. Steady, Featureless.

Passengers Arrived

Per C.M. s.s. Toonan from Newchwang:—Capt. A. Askelind, and Mr. T. Buckley.

Per I.-C. s.s. Kingsing from Tientsin:—Commander Hulton, R.N., Mrs. Gulton, Mr. H. B. Donaldson, Mr. J. C. Millward, Mrs. A. H. Bagley, and Miss Maclaughlan.

Per C.N. s.s. Chenan from Hongkong:—Mr. and Mrs. Pratt, Messrs. Rua, Femfie, Etiemwey, Vial, Thomson, MacKenzie, and Mullen.

Per I.-C. s.s. Kutwo from Chinkiang:—Mr. L. E. Nautz.

Per C.M. s.s. Kianghsin from Klukiang:—Mr. Steenhauwer. From Anking:—Mr. Abron.

Per C.N. s.s. Tungchow from Tientsin:—Miss A. Tomter, Mr. Coster, Mr. Heon, Mr. McBin, Mr. Mclead, and Mr. Y. O. Eman.

Per N.Y.K. s.s. Omi Maru from Japan:—Mr. T. J. Bogosoff, Mr. F. N. Levin, Mr. P. Parker, Mr. W. P. Graham, Mr. L. Due, Mr. K. J. Pavri, Mr. P. Comedock, Mr. Wellbclove, Mr. C. D. Damri, Mr. S. P. Wing, Mr. R Stunzi, and Mr. W. Ling.

Siccawei Weather Report

8.—The barometers have fallen all along the coast. Overcast gloomy weather with intermittent rain in our regions. The pressures are moderately rising in the central districts.

9.—The barometers have risen during the night. Weather somewhat improsing but still very cloudy.

Saturday, June 9, 1917.

WEATHER.	4 a.m.	9 a.m.
Bar. at Centg., mm	758.50	758.59
" " Inches	29.78	29.7
Variation mm. for 24 h	†1.80	†1.06
Variation mm. for 12 h	†1.58	†1.67
Wind Direction	ENE	ENE
Wind Kilom. per hour	14	28
Wind Miles	8.7	17.4
Temperature Cen	22.22	21.56
Temperature Fahr	68.4	70.9
Humidity: 09	96	9
Rela. ity 5-10	10	78
Rainfall mm.	—	—
Sunshine	—	—

Shipping Items

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai on Thursday.

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The C.M. s.s Hsinchi left Foochow for Shanghai on Thursday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai yesterday.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The C.N. s.s. Tungting left Hankow for Shanghai yesterday.

The H.O. s.s. Changon left Hankow for Shanghai on Thursday.

The C.N. s.s. Shengking left Tientsin for Shanghai via Chefoo and Weihaiwei on Thursday.

The I.-C. s.s. Wosang left Tientsin for Shanghai via Chefoo and Weihaiwei yesterday.

The I.-C. s.s. Wingsang left Hongkong for Shanghai on Thursday.

The C.M. s.s. Hsinfung left Tientsin for Shanghai via Danly on Friday.

The C.N. s.s. Anhui will leave Hongkong for Shanghai today.

The C.M. s.s. Hsinkong will leave Tientsin for Shanghai via Chefoo today.

The K.M.A. s.s. Kwangping left Chinwangtao for Shanghai on Friday.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai tomorrow.

The I.-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Chungking will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Sunning will leave Hongkong for Shanghai on June 12.

The tender conveying outgoing passengers and mails to the China Mail Steamship Co.'s s.s. China, will leave the Customs jetty at 12 noon on Tuesday, June 12.

Sailed from Shanghai

For London, etc.

Fushimi Maru	May 7
Hirano Maru	May 8
Kaga Maru	May 16
Kitano Maru	Apr. 13
Miyazaki Maru	Mar. 30
Pembrokeshire	May 6
Tsuyama Maru	June 8

For Liverpool

Katori Maru	June 3

For New York

Tatsuno Maru	May 21
Tokiwa Maru	Mar. 21

For San Francisco, etc.

Korea Maru	May 3
Siberia Maru	May 15
Tenyo Maru	May 28

For Seattle

Awa Maru	May 6
Yokohama Maru	May 14

For Tacoma

Panama Maru	May 18

Church Services

Holy Trinity Cathedral.—June 10—First Sunday after Trinity. 8 a.m. Short Mattins and Holy Communion Hymn 275. Preacher: Rev. C. J. F. Symons, M.A. (and at Bubbling Well Chapel). 11 a.m. Mattins and Litany. Parry in D. Anthem. "If ye love me." Tallis. Hymns 169, 238. 6.30 p.m. Evening Prayer. Arnold in A. Preacher: Rev. A. J. S. Stearn, M.A. Hymns 247, 223.

St. Andrew's Church.—1st Sunday after Trinity, June 10. 10.30 a.m. Mattins. 6 p.m. Evensong with Sermon.

Union Church.—Sunday, June 10 11 a.m. Preacher Rev. C. E. Darwent M.A.; Subject "Why God does not stop the war"; Chant 69; Anthem "How blest are they". (Tschaikowsky); Hymns 30 "Lest we forget" (Kipling) 647. 6 p.m. Preacher Rev. C. E. Darwent, M.A.; Subject The leaven and the lump; Chant 133; Anthem "From the rising of the sun" (Ousley); Hymns 508, 279, 686.

Shanghai Free Christian Church.—(Corner of Range and Chappo Roads). On Sunday next the services in the above will be conducted as follows:—Morning 11 a.m. by Mr. D. E. Hoste. Evening 6 p.m. by Dr. Geo. A. Huntley.

St. Joseph's Church.—Sunday, June 10—Masses at 6, 7, 8.15 and 10 a.m. At 10 a.m. High mass. Sermon. At 4 p.m. Benediction of the Blessed Sacrament. Masses on week-days 6, 7 a.m.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Preacher: The Rev. F. L. Hawks Pott, D.D.

Christian Science Society of Shanghai, Masonic Hall, The Bund, Sunday service, 11 a.m. Subject:—"God the Only Cause and Creator." Wednesday evening, 6 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.

Launch Services

TODAY

The launch conveying passengers to the O.S.K. s.s. Kohoku Maru will leave the Canton Road jetty at 8 p.m.

TOMORROW

The tender conveying passengers to the S.M.R. s.s. Sakai Maru will leave the Custom jetty at 2 p.m.

The launch conveying passengers to the N. K. K. s.s. Cohyang Maru will leave the Canton Road jetty at 11 p.m.

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Tel. West 1234

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking and Peking—Up (Main Line) Peking and Nanking To Shanghai North—Down

STATIONS.	Express R	Local	Slow	Coolie Goods	Fast R	Local	Night Express R.S.
SHANGHAI NORTH dep.	7.55	..	8.2	9.00	2.30	15.20	21.0
SOOCHOW dep.	9.41	..	11.02	12.18	11.57	18.13	1.08
WUSIH dep.	1.3	..	12.21	13.43	16.32	19.1	2.0
CHANGCHOW dep.	12.2	6.0	13.44	15.0	6.47	20.45	3.1
TANYANG dep.	12.3	8.3	14.59	16.14	17.43	..	..
CHINKIANG dep.	1.4	8.5	15.07	16.22	17.51	..	4.06
NANKING arr.	2.7	10.35	17.10	19.25	20.05	..	6.30
NANKING FERRY arr.	14.10	..	..	..	..	..	..
PUKOW dep.	8.1	T.P.R.	..	..	..	..	..
TSINANFU dep.	8.08	Second	..	..	..	..	..
TIENTSIN arr.	..	Day	..	..	..	..	..
CENTRAL dep.	17.00	P.M.R.	..	..	..	..	..
PEKING arr.	*19.50		..	..	..	..	..

STATIONS.	Local	Slow	Coolie Goods	Fast R	Express R		Night Express R
PEKING dep.	..	..	..	..	8.35	P.M.R.	..
TIENTSIN arr.	..	..	..	..	11.10		..
CENTRAL dep.	..	..	..	..	5.10		..
TSINANFU dep.	..	..	..	..	10.31	T.P.M. Second Day	..
PUKOW arr.	..	..	..	..	12.00		..
NANKING FERRY dep.	..	..	..	..	14.20	..	..
NANKING arr.	..	7.0	7.20	14.15	14.2	16.55	23.0
CHINKIANG dep.	..	9.0	9.52	1.50	1.01	18.26	..
TANYANG dep.	..	9.7	10.1	13.1	14.38	19.19	..
CHANGCHOW dep.	6.20	1.24	12.3	14.57	17.3	20.30	4.
WUSIH dep.	7.21	2.3	13....	15.59	18.01	..	5.
SOOCHOW dep.	8.46	3....	14....	17.55	19.28	..	6.
SHANGHAI NORTH arr.	11.25	6.30	7.35	20.55	21.0	..	9.

R. Restaurant Cars. S. Sleeping Cars. *Connects with through Siberian Service.

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS dep.	6.55	9.15	10.45	12....	..	14.0	15....	16....	18.55	21.0	SHANGHAI NORTH dep.	5.15	7.25	10.0	12.15	14.00	15.30	17.25	19.10	21.30
SHANGHAI dep.	7.52	8.43	11....	1.27	2.4	18.37	20.27	22....			SHANGHAI dep.	5....	7.46	10.16	12....	14.11	15.45	17.46	9.31	21.40
SHANGHAI NORTH arr.	7.30	8.50	11....	1.5	2.42	18.5	18.45	20.30	22.45		WOOSUNG FORTS arr.	6	8.10	10.4	12.54	14.45	16.05	18.00	19.45	22.05

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAH KOU—"DOWN" MAIN LINE. ZAH KOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast	Slow	Coolie & Goods	Local	Express	Local	Local	Local
Shanghai North dep.	....	7.40	8.55	10.05	....	14.05	....	....	....
Jessfield dep.	....	8.01	9.16	10.26	....	14.25	....	....	....
Siccawei dep.	....	8.10	9.25	10.35	....	14.34	....	....	....
Lunghwa Junction dep.	....	8.28	9.43	11.00	....	14.52	....	....	....
Shanghai South dep.	....	*8.00*	*9.20*	*10.30*	*13.35*	*14.30*	*16.10*	*16.45*	*18.00*
Lunghwa Junction dep.	....	*8.28*	*9.48*	*11.00*	*13.53*	*14.52*	*16.29*	*17.03*	*18.18*
Sunkiang dep.	....	9.13	10.53	12.10	....	15.28	17.47	....	....
Ka-hai dep.	....	10.03	11.53	13.33	....	16.15	18.57	....	....
Kashing dep.	7.20	10.35	12.36	14.16	....	16.45	19.30	....	....
Yeh Zah dep.	8.08	12.14	13.40	15.15	....	17.21	....	....	....
Chang An dep.	9.06	1.49	14.04	6.10	....	17.55	....	....	....
Hangchow dep.	10.38	2.53	15.26	17.47	....	18.74	....	....	....
Zah Kou arr.	11.40	13.49	16.45	18.16	....	19.10	....	....	....

STATIONS	Local	Local	Local	Fast	Slow	Local	Coolie and Goods	Express	Local
Zah Kou dep.	....	....	....	6.45	8.10	....	8.55	14.15	16.06
Hangchow dep.	....	....	....	7.15	8.40	....	9.33	14.40	16.35
Chang An dep.	....	....	....	8.15	9.56	....	11.03	15.26	17.57
Yeh Zah dep.	....	....	....	8.52	10.40	....	12.30	15.57	18.50
Kashing dep.	....	....	7.25	9.40	11.30	....	14.07	16.38	19.40
Kashai dep.	....	....	8.00	10.05	12.00	....	14 47	17.01	....
Sunkiang dep.	....	....	9.18	10.57	13.03	....	16.13	17.49	....
Lunghwa Junction dep.	*8.35*	*9.58*	*10.37*	*11.48*	*14.05*	*14.58*	*17.22*	*18.33*	....
Shanghai South arr.	*8.53*	*10.13*	*10.55*	*12.05*	*14.23*	*15.13*	*17.40*	*18.50*	....
Lunghwa Junction dep.	....	....	....	11.44	14.07	....	17.22	18.32	....
Siccawei dep.	....	....	....	11.53	14.17	....	17.32	18.42	....
Jessfield dep.	....	....	....	12.01	14.26	....	17.41	18.51	....
Shanghai North arr.	....	....	....	12.20	14.45	....	18.00	19.10	....

KON ZEN CHIAO TO ZAH KOU KIANGSU BRANCH LINE. ZAH KOU TO KON ZEN CHIAO

Kon Zen Chiao..	dep.	7.05	8.30	11.05	14.05	16.05	18.15		Zah Kou.....	dep.	....	9.40	12.20	....	17.15	....	
Ken Shang Mun.	dep.	7.15	8.50	11.20	14.21	16.20	18.29		Hangchow.....	dep.	7.45	10.05	12.50	14.55	17.40	18 50	
Hangchow.....	dep.	7.35	9.05	11.35	14.31	16.37	18.37		Ken Shang Mun.	dep.	8.00	10.23	13.05	15.10	17.52	19.02	
Zah Kou.....	arr.	....	9.25	11 55	...	17.00	....		Kon Zen Chiao..	arr.	8.13	10.35	13.18	15.23	18.05	19.15	

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, June 9, 1917.

Money and Bullion

	Tls.
Gold Dollars Bank's buying rate G.$1.00 @ 87½=Tls. 1.14 @ 73=Mex.	$1.56
Mex. dollars: Market rate	72.725
S'hai Gold Bars: 978 touch	—
Bar Silver	—
Copper Cash	1805
Sovereigns: Buying rate @ 3/7½=Tls.	5.54
exch. @ 73=Mex. $	7.60
Peking Bar	286
Native Interest	.03

Latest London Quotations

Bar Silver	38⅛d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex., Paris on London	Fr. 27.17
Ex., N. Y. on London T.T.	$ 476⅛
Consols	£ —

Exchange Closing Quotations

London	T.T.	3/7⅛
London	Demand	3/7⅛
India (onminal)	T.T.	268½
Paris	T.T.	493
Paris	Demand	493½
New York	T.T.	86⅛
New York	Demand	86⅛
Hongkong	T.T.	67½
Japan	T.T.	59⅛
Batavia	T.T.	207½

Bank's Buying Rates

London	4 m-s. Cdts.	3/8⅛
London	4 m-s. Docy.	3/9⅛
London	6 m-s. Cdts.	3/9⅛
London	6 m-s. Docy	3/9⅛
Paris	4 m-s.	508½
New York	4 m-s.	89⅛

The following are the Customs Rates of Exchange to the end of June:—

£1=Hk. Tls.	5.03
Hk. Tls. 1=Francs	5.40
" " 1=Marks	4.41 (nom.)
Gold $ 1=Hk. Tls.	1.06
Hk. Tls. 1=Yen	1.85
" " 1=Rupees	2.98
" " 1=Roubles	3.56
" " 1=Mex. $	1.50

Stock Exchange Transactions

TODAY'S QUOTATIONS

Shanghai, June 9, 1917.

Official

S. M. C. 6% debs 1913 Tls. 91.50
Culty's Dairy Tls. 9.00
Yangtszepoo Cotton (ord) Tls. 5.50
Dominions Tls. 11.00
Senawangs Tls. 14.25
Shanghai Kelantans Tls. 0.92½
Tebongs Tls. 21.50
Shanghai Klebangs Tls. 0.90
Oriental Cotton Tls. 33.00

Unofficial

Dominions Tls. 11.00
International Cotton (ord) Tls. 90.00 June.

Singapore Rubber Auction

Messrs. R. N. Truman and Co. inform us that the following is a translation of a telegraphic received from our Singapore Agents in connection with the last weekly rubber auction held at Singapore on Wednesday, June 6, 1917:

No. 1 Smoked Sheet—144 per picul equivalent to 2s. 10½d. in London.

No. 1 Crepe—$146 per picul equivalent to 2s. 11d. in London.

Market opened 146, 147. Tendency weak, closed at lowest.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co. write as follows in their weekly share market report:—

The dullness of the share market is evidence by the paucity of transactions recorded below. Share business during the past week presents no feature worthy of special comment. All classes stock are very quiet, and in the absence of any considerable buying element prices show a tendency to drop. The rest in exchange and increasing tightness of money are no doubt the chief factors contributing to the present condition of the market.

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:—

Our last report was dated 1st inst.

While the political situation remains obscure, Native interest however has declined to a normal rate.

White Silk. Prices have declared Tls. 15/20 and some big lines in Tsatlee New style have just been taken for New York. The market closes with a steadier feeling.

Tsatlees.—Gold Kiling Tls. 500.

Tsatlee Filatures. Buffalo A. Tls. 670. Kung Kee Mars 1, Tls. 610/597½.

Tsatlee New Style.—M. H. Y. Blue Dragon and Feima Ex. 1, 2, Tls. 710 av. Blue Monster and Race Horse Ex. 1 and 2, Tls. 705 av. Cloud and Unicorn and Double Horse Ex. 1 and 2 Tls 700 av. Lion and Scale and Sheep and Flag 1, 2 and 3 Tls. 695 av. Gold and Silver Double Elephant, Ex. 1 and 2 Tls. 690 av. Gold Stork Ex. 1 Tls. 660 av. Gold Phenix Ex. 1 Tls. 660 av.

Yellow Silk.—Some interest has been shown in Mienyangs on basis of C. H. 1, 2, 3, Tls. 370 av. S. K. Ex. 1, 2, Tls 350 av. F. K. Ex. 1, 2, Tls. 350 av. Wooyung C. H. 1, 2, 3, Tls. 380 av.

Steam Filatures.—A good business has been done on basis of Tls. 835 to Tls. 845 for Medium grades open size.

London Rubber Market

Reuter's Service

London, June 7.—Today's rubber prices were as follows:—

Plantation First Latex Crepe: Spot: 2s. 10½d. paid.

July to December: 2s. 11d. paid.

Tendency of Market: Quiet.

Previous Quotation, London, June 6:—

Spot: 2s. 10½d. paid.

July to December: 2s. 10¾d. paid.

Tendency of Market: Dull. Total Stocks in London and Liverpool 10,468 tons.

Nederlandsche Handel-Maatschappij

(Netherland Trading Society)

The above company have received advice from their Head-Office to the effect that a dividend of 15 per cent has been declared for the year 1916 (1915 10 per cent.)

The China Mutual Life Insurance Company, Ltd.

Copies of the Directors' Report, Revenue Account and Balance Sheet may be obtained on application in person or in writing to the Managers

Head Office,
10 Canton Road,
Shanghai.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.

"BICKERTON'S"

PRIVATE HOTEL

Established 22 years.

102 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1271.

FIRE BELLS ARE RINGING!

..... and Mr. Knott Insured says: "Maybe they are going to my house, and I haven't taken out that policy."

WE WRITE
FIRE
INSURANCE

FIRE
BURGLARY
MOTOR CAR
FIDELITY

"Better see us before it happens"

RAVEN TRUST CO., LTD.
Insurance
15 Nanking Rd. Phone 60

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	1,900,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ilollo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Account, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

W. B. SUTHERLAND,
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papeete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital ... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling, £1,500,000 @ 2s.	$15,000,000
Silver	18,500,000
	$33,500,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
S. H. Dodwell, Esq., Chairman.
J. A. Plummer Esq., Deputy
Hon. Mr. C. E. Anton. [Chairman.
A. H. Compton Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
E. V. D. Darr, Esq.
W. L. Pattenden, Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bankok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kualalumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Ilollo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000 000
Reserve Fund	24,600,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,743,000

Head office: PETROGRAD.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E. C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe General pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Gerenale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Hailan	Peking
Calcutta	Hankow	Shanghai
Chanchun	Harbin	Tientsin
(Kwan chendze)	Hongkong	Tsingtau
	Newchwang	Vladivostock
Chefoo	Nicolayowsk	Yokohama
Dalny	(Dairen o-A	

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
G. CARRERE,
Managers for China and Japan

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital	$ 300,000.00
Reserve	$ 10,000.00
Deposits (Dec. 31, 1916)	$1,400,000.00

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000
Paid-up Capital	$10.000,000

HEAD OFFICE: PEKING.
Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shanghai, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Current Deposit Accounts in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG.
Manager.

Hongkong & Shanghai Banking Corporation

Saving Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin and Shanghai

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminister Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed	Yen	48,000,000
Capital Paid-up	"	30,000,000
Reserve Fund	"	20,800,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthu
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Singapore
Changchun	Lyons	Sydney
Dalny	Mukden	Sinanfu
Hankow	Nagasaki	Tiehling
Harbin	Newchwang	Tientsin
Hongkong	New York	Tokio
Honolulu	Osaka	Tsingtau
Kobe	Peking	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Capital & Surplus	U.S. $6,500,000.00
Undivided Profits	1,010,000.00
	U.S. $7,510,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Branches:

Bombay	Hongkong	Peking
Calcutta	Kobe	San Francisco
Canton	London	Santo Domingo
Cebu	Manila	San Pedro de, Macoris
Colon	Medellin	Shanghai
(Cristobal C.Z.)		Singapore
Hankow	Panama	Tientsin
		Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Rio de Janeiro
Buenos Aires	Santiago de Cuba
Genoa	Santos
Havana	San Paulo
Montevideo	Valparaiso
Petrograd	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND,
Manager.
1a Kiukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij

(NETHERLAND TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 60,000,000 (about £5,000,000
Reserve Fund—
Guilders 9,925,431 (about £827,120)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.
Branches.

Banjermasin	Padang	Soerokarta
Bandoeng	Palembang	Tandjong Balei
Cheribon	Pekalongan	Tebin-Tinggi
Dejember	Penang	Tegal
Djokjakarta	Pontianak	Telok-Betong
Hongkong	Rangoon	Tjilatjap
Kota-Radja	Semarang	Weltevreden
Makassar	Singapore	
Medan	Soerabaya	

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital	Sh. Tls. 5,000,000
Paid-up Capital	Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital	H.$2,000,000
Subscribed and paid up Capital	H.$1,271,500
Reserve Fund	H.$ 120,000
Investment reserve fund	H.$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	600,000

HEAD OFFICE, 15 Gracechurch Street LONDON, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.
Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore,	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager.
7 Nanking Road. 9752

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.

Paid up Capital: Kunping Taels 10,000,000

HEAD OFFICE: PEKING.

50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH

Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangements.

Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA,
Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH.
No. 1 Kiukiang Road

Capital (Paid-up)	Yen	15,000,000
Reserve	Yen	1,470,000
Deposits	Yen	120,000,000

President, Baron K. SUMITOMO

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Niihama, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu, Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow.

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA.
Manager.
Tel. No. 2536 (Sumitomo Bank).
Tel. No. 4662 (Compradore Office).

中華銀行 Chung Foo Union Bank

Statutes approved by the Government in 1916
Head Office: Tientsin

Capital	$2,000,000.00
Paid up Capital	$1,000,000.00

Managing Director: SUN TAO SAN

Branches and Agencies:

Peking	Hankow
Shanghai	Hongkong
Nanking	Canton
Hsuchow	Pengpu
Yangchow	Chinkiang
Ningpo	Hangchow
Tientsin	Shaohsing

Shanghai Branch
441, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved securities.

Y. R. SUN,
Manager.
T. D. ZAR,
Sub-manager.

BUSINESS AND OFFICIAL NOTICES

MANILA ROPE

AND

Other Philippine Products—Samples and prices furnished upon request.

H. J. BELL & CO.,

P. O. Box 239. 117 Dasmarinas, Manila.

Ten Years' Anniversary Cheap Sale

35% discount

Two weeks only, from June 5th to June 19th, 1917.

Jadestones, Jewellery and Silverware.

SING FAT CO.

43A Kiangse Road.

14075

SUMMER SUITS

Hand-tailored, American Styles for hottest weather. White Serge, Shantung Silk, White Drill, Flannels Hard Woven, Hard Wearing Material.

Thom Shing, Tailor

G19 Tiendong Road, near Broadway.

STYLISH FITTINGS ADD STYLE TO THE GOODS

BUSINESS AIDS BY

V. K. SHEN & SON

Furniture Manfacturers and Decorative Contractors

THE PIONEERS OF PRACTICAL SHOP FITTING

Shop fronts [METAL & WOOD], airtight showcases, window enclosures, bronzed, brass or nickel and silver plated fittings of every description, beveled glass shelves in all shapes, bank and office fittings and funiture, museum cases, and stands, etc.

Sketches and Estimates Submitted Free

New Specimen and Sales Rooms: P372 Nanking Road, Tel. 5346
Head Office and Sales Rooms: 109 Hankow Road, Tel. 1710
Works: Tatung Road, and Sinza Road.

Good Shop Fronts and Fittings are Mute and Magnetic Money Makers

Triangle Commercial Co.

149 California Street, San Francisco, California, U.S.A.
Importers, Exporters and Commission Merchants.

Direct Chinese Business Solicited.

直接招攬中國生意

Cable address: "TRICOMCO"

Correspondence invited.

13813

Carpets and Rugs

MADE TO ORDER

Carpets and rugs of every description manufactured. Only Expert Workmen of Peking and Tientsin employed. Newest patterns and most artistic designs. Materials guaranteed to be of the best quality. Only the best Chinese colour, which remains ever fresh and will never fade, is used. Our goods have already established a wide reputation. Our factory is run on modern lines in every way, and we believe it is the first of its kind in Shanghai. Prices have been lowered. Foreign orders from abroad are solicited.

HWA YENG FACTORY.

Nos. 11, 13 and 15 Route des Soeurs
French Concession.

W. ASSOMULL & CO., Indian Store

No. 4, Broadway,
(Opposite Astor House)

Dealers in:

Indian, Chinese and Japanese Silks, Fancy Articles, Carpets, Rugs, Indian Muslin, Damascene, Brass Ware, Etc. Inspection cordially solicited.

A large assortment of Chefoo Laces.

Tel. No. 2611.

13212

War Loans Investment Trust of Malaya.

(Incorporated in the Federated Malay States)

CAPITAL $6,000,000

in shares of $10 each (Straits currency fully paid)

THE Shares bear interest at the rate of 6% per annum which together with repayment of capital in full on liquidation is guaranteed by the Government of the Federated Malay States. Interest accrues from the 1st day of the month following the date on which subscriptions are received and will be paid half yearly on 1st January and on 1st July. Copies of the prospectus and forms of applications for shares can be obtained from and subscriptions will be received by, any of the following Banks.

The Chartered Bank of I. A. & China,
The Hongkong & Shanghai Banking Corporation,
The Mercantile Bank of India, Ltd.

13360

KINGMAN & BROS.

DENTAL-SURGEONS

of the Philadelphia Dental College and Garrestson's Hospital of Oral Surgery, Philadelphia, U.S.A., Will perform all Kinds of dental operation on modern Scientific principles And supply

Teeth of Superior Workmanship In Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All works are guaranteed to entire satisfaction.

No. 40 Szechuen Road.

13700

Foreign Laundry

41 Great Western Road
(French Concession)

A foreign laundry has been opened under foreign suppervision; skilful labor

Prices moderate, and prompt delivery.

14070 J. 10.

LOST

Shanghai-Hongkew Wharf, Pootung East, Sub-Delivery Order 15 for 75 bars Pig Lead ex s.s. "City of Lincoln," arrived 4/5/16, issued by American Trading Co. against delivery order 9991, dated 17/6/16 on L/A 6135. This order is hereby declared void and will be dishonored if presented for delivery.

14128

WANTED

Smart Young European Lady to act as Assistant in office and surgery. Apply to Box 170, THE CHINA PRESS.

14125

Shanghai Mutual Telephone Company, Limited.

The Eighteenth Annual Ordinary General Meeting of the above Company will be held at the Telephone Building, 24a and 24b Kiangse Road, on Tuesday, the 12th of June, at 5 p.m., for purpose of receiving the Report of the Directors and Statement of Accounts for the period ended the 31st March, 1917.

The Transfer Books of the Company will be closed from the 5th to the 12th of June, both days inclusive.

By order of the Board of Directors,

GUSTAF L. OBERG.
Secretary and General Manager

Shanghai, June 2nd, 1917.

14057

The Royal Cafe

Opposite the Brenan Road entrance to the new park

JESSFIELD

Meals and short orders served at all hours.

Only the best wines and liquors, Cigars and cigarettes carried in stock.

C. C. JOHN,
Manager.

13890

From 1st June,

We offer 400 pairs

Silk Stockings,

that have just arrived in broken boxes,

AT

75 cts. to 1.65 per pair

Black or White.

These prices hold good only while the stock lasts.

H. G. HILL & CO.

119 Szechuen Road

IF YOU WISH to have good results in Developing and Printing your Films, send to THE ASIA PHOTO SUPPLY CO. 135-A, Szechuen Road. 'Phone No. 1647.

13332.

ASTOR HOUSE HOTEL, TIENTSIN.

Cable Address:
ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

The Educational Directory of China, 1917

Enlarged and Illustrated.

The fourth annual edition of the EDUCATIONAL DIRECTORY OF CHINA, which is in reality a Review as well as a Directory of Schools, Colleges and Universities in which English or other foreign languages are taught, is now on sale, price $3.

Part 1 includes a useful Review of the Year, and the following articles:

Medical Education in China, by Mr. Edward Merrins;
Technical Education, by Herbert Chatley, D.Sc. (Engineering);
The Boy Scout Movement, by L. C. Healey, Secretary, Boy Scouts Association of China;
The Education of the Blind, by Geo. B. Fryer;
Educational Societies and Organisations;
A biographical sketch of Mr. Fan Yuan-lien, Minister of Education (with portrait);
A special interview with the Vice-Minister of Education (with portrait), giving the present policy of the Ministry of Education;
Hongkong University Matriculation and Local Examinations;
Government Educational Statistics and Information, etc., etc.

Part 2 is a detailed Directory of more than 2,000 Teachers in Schools, Colleges, and Universities where English or other foreign languages are taught;

Part 3 is a detailed Directory of Schools, Colleges, and Universities where English or other foreign languages are taught.

Note: A useful Art Prize Competition, under the auspices of The American Crayon Company, and open to all pupils of middle and lower grade schools, is an interesting feature.

The edition for 1917 is strictly limited, and no reprint can possibly take place. It is on sale at all the principal bookstores or may be had of the Agents.

Edward Evans & Sons, Ltd.,
30 North Szechuen Road,
or 28 Nanking Road,
Shanghai.

J.10.

Russian 5% Internal Liberty Loan, 1917.

Subscription to the LIBERTY LOAN is opened in Russia up to the 13/26th of June, 1917.

The price of issue is 85%.

The Loan is free of income tax and other taxations.

The Loan is issued for 55 years, and will be redeemable at par by yearly drawings beginning in December, 1922.

The Loan may be reimbursed at par after the 16/29 of March, 1927.

Coupons are payable in Russia half-yearly, on the 16/29 of March and 16/29 of September.

Interest on the loan runs from the 16/29 of March, 1917: interest from that date will be added to the price of issue.

The Russo-Asiatic Bank, and its Branches in China, Japan and India, are ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian Exchange.

Applications will be wired to Petrograd free of telegraphic charges and commission. The Bank is ready to give every facility to subscribers in the shape of advances against the Bonds.

L. JEZIERSKI,
Manager.

13616

Dr. S. Nakanishi

Veterinary Surgeon

Y-A 4 Barchet Road,

wishes to inform patrons that histelephone number has been changed to North 611 from April 1, 1917.

13237

The Ayer Tawah Rubber Plantation Co., Ltd.

NOTICE is hereby given that the Directors have declared a second interim dividend, for the year ending 30th September, 1917, of 10 per cent on the issued Capital of the Company, being equal to One Tael per share, payable on the 15th day of June, 1917, to Shareholders on the Register at that date.

The Transfer Books of the Company will be closed from the 12th to the 15th June, 1917, both days inclusive.

By Order of the Board of Directors,
GEDDES & CO., LTD.,
Secretaries.

14079

Piece Goods and Yarn

Messrs. Ilbert and Co., write as follows in their weekly market report:—

The muddled state of China's politics has not been conducive to mercantile activity, and the week has been almost a blank as far as private sales have been concerned. At the auctions, much the same quantities as last week have been offered, and the tone on the whole has been steady

Some good rains have fallen in the past few days throughout the Yangtsze delta and round Hankow, which has greatly relieved the anxiety in regard to the crops. In the North, the drought continues.

Values for American and Egyptian cotton in home markets, have continued their upward course.

Grey Shirtings Generally.—There has been no business disclosed during the week owing to the monetary stringency resulting from the strained political situation. At the earlier auctions there was a tendency towards lower values, but prices were fairly steady at the Yuen Fong sale today.

White Shirtings.—Practically the same state of affairs exists regarding these, though with better results all round at the public auctions.

Drills and Sheetings.—Some small buying has been in progress for Newchwang in American Sheetings, and the following business is made public:—Abbeville Three Rabbits at Tls. 5.60, Orr A at Tls. 5.40, Piedmont at Tls. 5.40 and Buffalo A at Tls. 5.40.

Dyed and Fancy Cottons.—There being no private business to report, we have only the auction goods as a guide to the market, and these went in most cases at lower prices than last week.

Cotton.—Our market remains quiet but steady. There is now only a very small quantity of the last year's cotton crop to be sold, most dealers having already disposed of their stocks at the high prices that recently been ruling. Quotations are nominally Tungchow at Tls. 31.00 to Tls. 32.00 and Tls. 30.50 to Tls. 31.00 for Four Chop, Steam Ginned and Ordinary Shanghai. Best quality Shensi Cotton at Tls. 32.00.

The Liverpool market continues its upward course and Reuter's cable gives the spot quotations as follows:—Middling American at 14.91d, Egyptian at 27.00d. and F.M.G. Bengal and Scinde Cotton at 12.30d. per lb.

Local Yarn.—Our market for local spinnings continues very quiet but firm. It is reported that certain speculative business has been done in 16s. and 20s. Watermoon chop at Tls. 132.50 and at Tls. 144.00 respectively, for forward delivery. Owing to the high price of Cotton it is said that two of the Native owned Mills have already stopped work. The speculative purchases being reported as follows:—

16s.—100 Bales Wedding at Tls. 124.00. 1,000 Bales Red Round Dragon at Tls. 118.50 to Tls. 119.50 500 Bales Watermoon at Tls. 133.00.

20s.—500 Bales Two Bear at Tls. 134.00 to Tls. 135.00 and 500 Bales Watermoon at Tls. 143.00 to Tls. 144.00.

Indian Yarn.—We have no business whatever to report in these spinnings.

Japanese Yarn.—Market quiet but steady with moderate sales made public in the following:—

No. 16s.—100 Bales Blue Fish at Tls. 130.00, 100 Bales Standing Horse at Tls. 129.00, and 100 Bales Warship at Tls. 126.50.

No. 20s.—200 Bales Fisherman at Tls. 135.00.

AMUSEMENTS

Lyceum Theatre

TONIGHT, June 11, at 9.15

J. F. Willadsen presents

THE FRAWLEY COMPANY

IN

The New York and London Success

"THE OUTCAST"

BY

HERBERT HENRY DAVIES.

A Love Story of Modern Life

Miss Eva Lang will appear as "Miriam"

Tuesday, Wednesday, Thursday

"JERRY"

The girl an hour ahead of time. A clever comedy of bright lines and amusing situations.

Miss Eva Lang as "Jerry"

BOOKING AT MOUTRIE'S

APOLLO THEATRE

Programme for June 10th.

Tonight Tonight

"THE DOUBLE IMAGE"

Pathe's Italian Film D'Art.

IN FOUR PARTS.

A masterpiece of Cinema production, magnificent setting, superb acting and perfect photography. Featuring. Mlle. Napirkowska.

Pathe's British, French and American Gazettes:
Depicting all the principal events.

"POOR BUT DISHONEST"
L'ko Comedy.

"STATUE OF THE BLACK GLADIATOR"
Starlight Comedy.

MATINEE, TODAY at 3 p.m.
Showing the final two Series of

"WHO'S GUILTY?"
FOUR REELS.

AT THE

ISIS THEATRE

For a Short Season Only

Commencing On Monday, 11th June

Frances Dainty Company

World-Famed Slack Wire and Trick Bicycle Artists

Fatal to the Blues

Dull hours changed into minutes of pleasure.

Usual Time and Prices

SHANGHAI

ISIS THEATRE

Corner of Jukong Rd. and North Szechuen Rd. (about 150 yards from Range Rd.)

PROGRAMME
For Sunday, June 10th.

Two Performances Nightly at 7.15 & 9.15 p.m.

Matinees Today at 3 p.m.

Tonight Tonight

Showing:—
THE 7th and 8th EPISODES
of the
SERIAL MASTER PLOT

"The Mysteries of Myra"

Four Parts

Also will be shown the Screaming Comedies:
"JOYS OF THE TANGO"
"IN THE BURNING HOUSE"
"WHEN WIFIE SLEEPS"

Admission Prices:—
Stalls 30 cents. Dress Circle 50 cents
Box seat 70 cents.

St. George's Gardens

(Bubbling Well Road)

Open-Air Cinema

Every Evening at 9.15

Change of Programme on Mondays & Fridays

TOWA CINEMA THEATRE

No. 3 Woochang Road (Near Chapoo Road)
PROGRAMME for Sunday, 10th June

"WHEN FLOWERLAND AWAKES IN JAPAN"
Beautiful Travel Picture.

"THE STEP-MOTHER"
Pathe Drama in THREE REELS.
Includes LA PETITE FROMET in a strong Cast.

"MAX'S DOUBLE"
A Novel Comedy in TWO PARTS.

Commencing Monday, June 11
"THE IRON CLAW"
Showing 15th and 16th Episodes, entitled
"THE DOUBLE RESURRECTION"
and
"THE UNMASKING OF DAVY"
Four Reels
CHANGE OF ALL NEW PROGRAMME EVERY MONDAY AND FRIDAY.

Admission Prices:
1st class 30 cts., 2nd class 20 cts., 3rd class 10 cts.

TWO SHOWS
Every Night: 7.15 and 9.15 p.m.
Matinees Today at 2.30 p.m.

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
June13	5.00*	Victoria B.C. & Seattle	Kamakura maru	Jap.	N. Y. K.
" 15		San Francisco	Nippon maru	Jap.	Alexander
" 16	5.00*	New York via Panama	Tenyo maru	Jap.	N. Y. K.
" 25		San Francisco	Shinyo maru	Jap.	Alexander
" 25	4.00*	Victoria B.C. & Seattle	Shidzuoka maru	Jap.	N. Y. K.
" 26		San Francisco	China	Am	G. J. Pet.
" 27	..	Tacoma & Seattle Wash	Mexico maru	Jap.	O. S. K.

FOR JAPAN PORTS

June 12	4.00*	Nagasaki, Moji & Kobe	Omi maru	Jap.	N. Y. K.
" 13	5.00*	Kobe	Kamakura maru	Jap.	N. Y. K.
" 14	5.00*	Kobe and Osaka via Moji	Kumano mart	Jap	N Y K.
" 16	5.00*	Nagasaki, Moji & Kobe	Chikuzen maru	Jap.	N.Y.K.
" 19	..	Nagasaki, Moji and Kobe	Chikugo maru	Jap.	N. Y. K.
" 21	..	Kobe & Osaka via Moji	Kasuga maru	Jap.	N. Y. K.
" 21	5.00	Nagasaki	Simbirsk	Rus.	R.V.F.
" 22	..	Kobe	Suwa maru	Jap.	N. Y. K.
" 23	..	Nagasaki, Moji & Kobe	Yawata maru	Jap.	N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

June 19	9.00*	London etc.	Kamo maru	Jap.	N. Y. K.
" 20	.	Liverpool etc.	Kashima maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

June 10	D.L.	Swatow, Hongkong & Canton	Yingchow	Br.	B. & S
" 10	4.30*	Hongkong	Shidzuoka maru	Jap.	N. Y. K.
" 11	4.00	Ningpo	Hsin Peking	Br.	B. & S.
" 11	4.00	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
" 11	5.30	Ningpo	Kiangteen	Chi.	C.M.S.N.Co.
" 14	D.L.	Hongkong & Canton	Chenan	Br.	B. & S.
" 12		Hongkong	China	Am.	G. J. Pet.
" 12	A.M	Foochow	Hsinchi	Chi.	C.M.S.N.Co.
" 14	D.L.	Amoy, Hongkong & Canton	Sinkiang	Br.	B. & S.
" 17	D.L.	Swatow, H'kong and Canton	Tamsui	Br.	B. & S.

FOR NORTHERN PORTS

June 10	2.00	Newchwang & Dalny	Singan	Br.	B. & S.
" 10	D.L.	Newchwang	Szechuen	Br.	B. & S.
" 11	2.0	Antung	Wenchow	Br.	B. & S.
" 11	4.00	Dalny	Kashima maru	Jap.	S.S.K.
" 11	D.L.	Tientsin & Dalny	Koboku maru	Jap.	O.S.K.
" 11	3.00	Tsingtao and Dalny	Kobe maru	Jap	S M B.
" 12	noon	Weihaiwei, Chefoo & T'tsin	Kingsing	Br.	J. M. & Co.
" 12	3.00	Weihaiwei, Chefoo & T'tsin	Tungchow	Br.	B. & S.
" 12	A.M.	Chefoo & Newchwang	Toonan	Chi.	C.M.S.N. Co.
" 13	3.00	Newchwang	Hunan	Br.	B. & S.
" 13	..	Tientsin direct	Kwangping	Br.	K.M.A.
" 14	10.00*	Weihaiwei, Chefoo & T'tsin	Shengking	Br.	B. & S.
" 14	8.00*	Tsingtao	Sanyo maru	Jap.	S. M. B.
" 18	10.00*	Weihaiwei, Chefoo & T'tsin	Fengtien	Br.	B. & S
" 29	5.00	Vladivostock	Simbirsk	Rus.	R. V. F.
" 27	..	Tientsin & Dalny	Keelung maru	Jap.	O. S. K.

FOR RIVER PORTS

June 10	M.N.	Hankow etc.	Kiangyung	Chi	C.M.S.N.Co
" 10	M.N.	do	Tachi maru	Jap.	N.K.K.
" 11	M.N.	do	Kianghsin	Chi.	C.M.S.N.Co.
" 11	M.N.	do	Kutwo	Br.	M. & Co.
" 11	M.N.	do	Yonyang maru	Jap.	N.K.K.
" 12	M.N.	do	Taosang maru	Jap.	N.K.K.
" 12	M.N.	do	Tuckwo	Br.	J. M. & Co.
" 12	M.N.	do	Tatung	Br	B. & S.
" 13	M.N.	do	Wuchang	Br	B. & S.
" 13	M.N.	do	Siangyang maru	Jap.	N.K.K.
" 13	M.N.	do	Kiangtoo	Chi.	C.M.S.N. Co.
" 14	M.N.	do	Tatoo maru	Jap.	N.K.K.
" 14	M.N.	do	Kiangwan	Chi.	C.M.S.N. Co.
" 14	M.N.	do	Tungting	Br.	B. & S.
" 15	M.N.	do	Chungking	Br.	B. & S.
" 15	M.N.	do	Loongwo	Br.	J.M. & Co.

* A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
June 9	Ningpo	Kiangteen	2013	Chi.	C.M.S.N.Co.	KLYW
" 9	Tientsin	Tungchow	1263	Br.	B. & S.	ONW
" 9	Hongkong	Kashima maru	2416	Jap.	S.M.R.	WSW
" 9	Newchwang	Szechuen	1143	Br.	B. & S.	WTW
" 9	Japan	Fujisan maru	1276	Jap.	M. B. K.	MBKW
" 9	Japan	Omi maru	3222	Jap.	N. Y. K.	NYKW
" 9	Hongkong	Chenan	1053	Br.	B. & S.	CNW
" 9	Tientsin	Kohoku maru	628	Jap.	O. S. K.	OSKW
" 9	Hankow	Kutwo	1924	Br.	J. M. & Co.	SHW
" 9	Hankow	Yobyang maru	1917	Jap.	N.K.K.	LPDW
" 9	Hankow	Kiangbsin	2101	Chi.	C.M.S.N. Co.	KLYW
" 9	Hankow	Whasheng	746	Chi.	C.S.S. Co.	OD
" 9	Tientsin	Kingsing	1223	Br.	J. M. & Co.	SHW
" 9	Newchwang	Toonan	842	Chi.	C.M.S.N. Co.	KLYW
" 9	Chinwangtao	Feiching	994	Chi.	C.M.S.N. Co.	KLYW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
June 9	Hongkong & Canton	Kwanglee	1268	Chi.	C.M.S.N. Co
" 9	Takao via F'chow & K'lung	Keelung maru	963	Jap.	O. S. K.
" 9	Chefoo & Tientsin	Shuntien	1082	Br.	B. & S.
" 9	Hankow etc.	Fengyang maru	2808	Jap.	N.K.K.
" 9	Japan	Mishima maru	4929	Jap.	N. Y. K.
" 9	Hankow etc.	Ngankin	1719	Br.	B. & S.
" 9	Japan	Takaosan maru	4193	Jap.	M. B. K.
" 9	Ningpo	Kiangteen	2013	Chi.	C.M.S.N. Co

For Northern Ports

NEWCHWANG.—The China Navigation Co.'s str. Szechuen, Capt. Simons, will leave on Sunday, June 10, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents Tel. No. 77.

NEWCHWANG & DAIREN.—The China Navigation Co.'s Steamer Singan Capt. G. D. S. Mills, will leave on Sunday, June 10, at 2 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

ANTUNG.—The China Navigation Co.'s Str. Wenchow Capt. A. McDowell, will leave on Sunday, June 10 at 2 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

TIENTSIN and DAIREN.—The str. Kohoku Maru, Capt. K. Saito, will be despatched from the Co.'s Pootung wharf on June 11, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at 8 p.m., on the before day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. Nos. 4234 and 4047.

CHEFOO & NEWCHWANG.—The Str. Toonan, Capt. C. Taylor, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

NEWCHWANG.—The China Navigation Co.'s Steamer Hunan, Captain W. J. French, will leave on Tuesday, June 12, at 3 p.m. For Freight or Passage apply to Butterfield and Swire, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Tungchow Capt. Bennett, will leave from the French Bund on Tuesday, June 12 at 3 p.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN DIRECT.—The Kailan Mining Administration s.s. Kwangping June 13, For Freight or Passage, apply to Agent, No. 1 Jinkee Road Tel. No. 319.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Shengking Capt. McInotsh, will leave from the French Bund on on Thursday, June 14, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Fengtien, Captain McIntosh, will leave from the French Bund on Saturday, June 16, at 10 a.m. For Freight or Passage, apply Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangyung, Capt. W. McIlwain, will leave on Sunday night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW and PORTS.—The Indo-China Steam Navigation C.'s Steamer Kutwo tons 2664 Capt. Gibb, will leave on Monday, June 11, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The Co.'s Str. Yohyang Maru Captain A. E. Inwood, will be despatched from pootung N.K.K. wharf on Monday, June 11, at about 12 o'clock midnight. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Str. Kiangnsin, Capt. J. R. Milligan, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Indo-China Steam Navigation C.'s Steamer Tuckwo tons 2779 Capt. Pump, will leave on Tuesday, June 12, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW & PORTS.—The China Navigation C 's Str. Tatung Capt. C. C. Williams, will leave from the French Bund on Tuesday, June 12 at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Wuchang Capt. Pickard, will leave on Wednesday, June 13, at about 12 o'clock midnight. For Freight apply to Butterfield and Swire, Agents. Tel. No. 77.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Tungting Capt. Wavell, will leave from the French Bund on Thursday, June 14, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Chungking Captain Monkman, will leave from the French Bund on Friday, June 15, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigaton Co.'s Steamer Poyang Capt. Carnaghan, will leave from the French Bund on Saturday, June 16, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel No. 401.

For Southern Ports

SWATOW, HONGKONG and CANTON.—The China Navigation Co.'s str. Yingchow, Capt. J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, June 10, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R., will leave from the French Bund on Monday, June 11 at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tls. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s str. Chenan, Capt. P. H. Cowan, will leave from the French Bund direct for the above ports on Tuesday, June 12, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

FOOCHOW.—The Str. Hsinchi, Capt. E. Hansen, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sinkiang Capt. Benson, will leave from the French Bund direct for the above ports on Thursday, June 14, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Tamsui Capt. J. S. DeWolf, will leave on Sunday, June 17, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

For Foreign Ports

TACOMA & SEATTLE, CALLING at VICTORIA B. C. via NAGASAKI. KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.—The str. Mexico Maru, Captain T. Yamaguchi, will be despatched from on June 27, at ———. Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at seattle and Tacoma. Consular Invoices must accompany overland shipment. The tender will leave the Customs jetty for conveyance of passengers and mails to the steamer, at ——— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234, 4047.

C. N. C.

CHINA NAVIGATION CO., LTD.

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FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Luenyi, Ngankin, Poyang, Tatung, Tungting and *Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtsze and Hunan Lake.

*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO:—S.S. Hsin Peking.—Sailing from the French Bund.
Regular sailings every Monday, Wednesday and Friday at 4 p.m.
Tht above steamers are installed with Electric Light throught, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.
For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

BUTTERFIELD & SWIRE,
Agents, 21-23 French Fund.

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(Osaka Mercantile S. S. Co.)
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SAILINGS FROM SHANGHAI
(Subject to Alteration)

AMERICAN LINE
(For Tacoma and Seattle, Wash.)
Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu Yokohama and Victoria, B. C.

			arr.	leave.
"MEXICO MARU"	...(12,000 tons)	Capt. T. Yamaguchi	June 26,	27
(For Hongkong)			arr.	leave.
"CANADA MARU"	...(12,000 tons)	Capt. T. Suruga	July 4,	5

CHINA COASTING LINE

For Tientsin and Dairen			arr.	leave.
"KOHOKU MARU"	..(2,610 tons)	Capt. K. Saito	June 9,	11
"KEELUNG MARU"	..(1,569 tons)	Capt. T. Kamisahi	June 25,	27
For Foochow, Keelung and Takao.			arr.	leave.
"KOHOKU MARU"	..(2,610 tons)	Capt. K. Saito	June 23,	25
"TAICHI MARU"	...(1,201 tons)	Capt. H. Ueda	June 30,	July 2

The Company also run numerous steamers from Japan to India, South America, Australia, China, Korea, Vladivostock, and also between the Principal Ports in Japan.
For freight, passage and further information, please apply to:—

H. YAMAUCHI, Manager.
OSAKA SHOSEN KAISHA, Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tel. Nos. 4047, 4234.

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30,625 tons, quadruple screws, speed 21 knots.

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G. M. JACKSON, General Agent Passenger Dept.
L. E. N. RYAN, Agent.
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Tel. 181 and 183 Shanghai.

T. K. K.

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To San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.

"NIPPON MARU"	11,000 Tons	June 15	1917
"SHINYO MARU"	12,000 "	June 25	"
"PERSIA MARU"	9,000 "	July 6	"
"KOREA MARU"	20,000 "	July 20	"
"SIBERIA MARU"	18,000 "	July 30	"

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Persia Maru offering superior accommodation, first-class cuisine, and service.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

Railway transportation between Nagasaki, Kobe, and Yokohama on application to the purser.

T. N. ALEXANDER, *Agent*,
Telephone No. 3229. 53 Szechuen Road.

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WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI KOBE YOKOHAMA AND HONOLULU
JUNE 26, SEPT. 8, NOV. 19.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE
REDUCED RATES TO MISSIONARIES

FOR HONGKONG
JUNE 12, AUG. 26, NOV. 6.
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NO. 6 KIUKIANG ROAD.
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Regular Steamship service between Sweden and China.
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SAILINGS FROM SHANGHAI.

(Subject to alteration.)

EUROPEAN LINE.

For London or Liverpool via Hongkong, Singapore, Malacca, Penang, Colombo, etc.

	Tons		
KAMO MARU	16,000	———	June 10
KASHIMA MARU** ...	19,000	———	June 29
MISHIMA MARU	16,000	———	July 8

**For Liverpool.

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

KAMAKURA MARU ..	12,500	Capt. T. Shirai,	June 13, 1917
SHIDZUOKA MARU ...	12,500	Capt. J. Noma,	June 26, 1917
INABA MARU	12,500	Capt. K. Higo,	July 21, 1917

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

OMI MARU	7,000	Capt. M. Machida,	June 12
CHIKUZEN MARU	5,500	Capt. Y. Nakajima,	June 16
CHIKUGO MARU	5,500	Capt. Y. Yui,	June 19
YAWATA MARU	7,000	Capt. K. Yasuhara,	June 23
HAKUAI MARU	5,000	Capt. K. Takano,	June 26

KOBE TO SEATTLE.

SADO MARU	12,500	Capt. K. Shinohe	June 15

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KUMANO MARU	9,500	Capt. K. Yagiu,	June 14
KASUGA MARU	7,000	Capt. S. Saito,	June 21

FOR JAPAN.

KAMAKURA MARU ...	12,500	Capt. T. Shirai,	June 13
SUWA MARU	21,000	Capt. T. Sekine,	June 22

FOR HONGKONG.

INABA MARU	12,500	———	July 3, 1917

AUSTRALIAN LINE.

Regular Four-Weekly Service between Japan Ports and Australian (calling at Hongkong and Manila.)

			Leave Hongkong.
TANGO MARU	14,000	———	June 19, 1917
NIKKO MARU	10,000	———	July 17, 1917
AKI MARU	12,500	———	Aug. 14, 1917

CALCUTTA LINE.

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE.

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

For freight, passage and further information, apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai. Tel. No. 2729.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0^{00} = Midnight, $13^{30} - 1^{30}$ p.m.

September 1st, 1916, and until further notice

Mail 101 B. s.	Mail 3. B. S.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Local 4. B.	Mail 102 B. s.
2038	818	300	0	dep. Peking arr.	1224	1920	1620
2345	1112	635		arr. Tientsin-Central dep.	1288	1700	720
2350	1117	640	84	dep. Tientsin-Central arr.	1304	1652	720
000	1123	670		arr. Tientsin-East dep	1328	1648	720
1910	520	2389	524	arr. Mukden dep	308		1648

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line		Mail 4. B. s.	Local 6.
715	1130	—	0	dep. Tientsin-East arr.	—	1705	1900
725	1140	—	2.71	arr. Tientsin Central dep.	—	1655	1941
745	1200	—	78	dep. Tientsin-Central arr.	—	1631	1911
1133	1500	—	148	dep. Tsangchow dep.	—	1332	1548
1457	1746	—	—	dep. Techow dep.	—	1048	1150
1801	2021	—	—	arr. Tsinanfu dep.	—	830	845
7.	‡	—	220	‡	—	‡	8.
810	2031	—	—	dep. Tsinanfu arr.	—	736	1812
1029	223	—	266	dep. Taianfu dep.	—	604	1542
1300	038	—	318	arr. Yanchowfu dep.	—	241	1321
1315	058	—	318	dep. Yanchowfu arr.	—	330	1256
1536	316	—	377	dep. Linchang dep.	—	130	1042
1816	430	—	—	arr. Ruchowfu dep.	—	2334	840
9.	‡	—	420	‡	—	‡	6.
630	457	—	—	dep. Ruchowfu arr.	—	2239	7047
1158	833	—	528	arr. Pengpu dep.	—	1918	1447
1204	840	—	528	dep. Pengpu arr.	—	1908	1412
1637	1152	—	600	dep. Chuchow dep.	—	1648	925
1849	1330	—	631	arr. Pukow dep.	—	1500	708

Express 16 B. S.	Express 10. B.			Shanghai-Nanking Line		Express 1. B.	Express 5. B. S.
. .	1430	. .	0	dep. Nanking-Ferry arr.	. .	1430	. .
2300	1430	. .	. .	dep. Nanking arr.	. .	1433	600
700	2120	. .	193	arr. Shanghai-North dep.	. .	730	2300

Yanchowfu-Tsiningchow Branch Line						Linchang-Tsuchoang Branch Line					
900	1330	2150	d. Yanchowfu a.	630	1220	2000	500	1130	1850	d. Linchang a.	830	1430	2130
1032	1455	2232	a. Tsiningchow d.	520	1125	1855	630	1210	1930	a. Tsuchoang d.	700	1300	1950

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 | — train runs on Thursday only. 230 ¦ — train runs on Fridays only.

| 300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, September, 1916.

Large Stocks of Swedish Paper.

Write for prices and particulars.

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No. 6 Kiangse Road

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B.	$655 S.
Chartered	£59 10s.
Russo-Asiatic	R. 350
Cathay, ordy.	Tls. 6.30 B.
Cathay, pref.	Tls. 5.15.
Marine Insurances	
Canton	Tls. 350.
North China	Tls. 150
Union of Canton	Tls. 870
Yangtsze	$217 ex 73.
Fire Insurances	
China Fire	$146 B.
Hongkong Fire	Tls. 327½ B.
Shipping	
Indo-China Pref.	Tls. 128
Indo-China Def.	100s. N.
"Shell"	Tls. 16.
Shanghai Tug (o)	Tls. 46½.
Shanghai Tug (f)	Tls. 30 S.
Kochien	
Mining	
Kaiping	Tls. 10 xd B.
Oriental Cons.	27/6.
Philipine	Tls. 0.80.
Raub	$2.65 N.
Docks	
Hongkong Dock	$121 B.
Shanghai Dock	Tls. 90 B.
New Eng. Works	Tls. 12 B.
Wharves	
Shanghai Wharf	Tls. 70 B.
Hongkong Wharf	Tls. 76 B.
Lands and Hotels	
Anglo French Land	Tls. 83½ B.
China Land	Tls. 50.
Shanghai Land	Tls. 79 B.
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd.	$8¾ B.
China Realty (ord.)	Tls. 8x.
China Realty (pref.)	Tls. 8x.
Cotton Mills	
E-wo	Tls. 152½.
E-wo Pref.	Tls. 100
International	Tls. 88 B.
International Pref.	Tls. 68.
Laou-kung-mow	Tls. 70.
Oriental	Tls. 34
Shanghai Cotton	Tls. 118 B.
Kung Yik	Tls. 14
Yangtszepoo	Tls. 5.40 B.
Yangtszepoo Pref.	Tls. 101.
Industrials	
Butler Tile	Tls. 22.
China Sugar	$107 N.
Green Island	Tls. 7.60 B.
Langkats	Tls. 16 B.
Major Bros.	Tls. 8.
Shanghai Sumatra	Tls. 140 S.
Stores	
Hall and Holtz	$16½ B.
Llewellyn	$20.
Lane, Crawford	$100
Moutrie	$25.
Watson	66⅔ B.
Weeks	$15½ x.d. B.
Rubbers (Local)	
Alma	Tls. 11 B.
Amherst	Tls. 1.
Anglo-Java	Tls. 10½ B.
Anglo-Dutch	Tls. 5.20 B.
Ayer Tawah	Tls. 20 S.
Batu Anam 1913	Tls. 1.10 B.
Bukit Toh Alang	Tls. 4 B.
Bute	Tls. 1.10 B.
Chemor United	Tls. 1½ B.
Chempedak	Tls. 11½ B.
Cheng	Tls. 2.95
Consolidated	Tls. 2.90 B.
Dominion	Tls. 11 B.
Gula Kalumpong	Tls. 6 B.
Java Consolidated	Tls. 21½
Kamunting	Tls. 6¾ B.
Kapala	Tls. 0.90.
Kapayang	Tls. 20
Karas	Tls. 12.30 xd
Keta Bahrom	Tls 9½ B.
Kroewoek Java	Tls. 18½ B.
Padang	Tls. 18 B.
Penglaian Durian	Tls. 10.65 B.
Permata	Tls. 2.80
Repah	Tls. 1.50 B.
Samagagas	Tls. 1 B.
Sedoro	Tls. 7½.
Semambu	Tls. 1½ B.
Senawang	Tls. 14 B.
Shanghai Kloteng	Tls. 0.60 B.
Shanghai Malay	Tls. 2 B.
S'hai Malay-pref.	Tls. 13
Shanghai Pahang	Tls. 1½ B.
Sungala	Tls. 1.60 B.
Sungei Duri	Tls. 11½.
Sua Manggis	Tls. 6 B.
S'hai Kalautan	Tls. 85 B.
Shanghai Sarawhan	Tls. 0.60 B.
Taiping	Tls. 2 B.
Tanah Merah	Tls. 1.35 B.
Tebong	Tls. 32½ xd
Ulubel	Tls. 2½.
Singlo	Tls. 6 B.
Miscellaneous	
C. I. and E. Lumber	Tls. 100.
Oaley Dairy	Tls. 2 B.
Phoe Hiot and Ash	$5.
Shanghai Trams	Tls. 22 B.
Shanghai Gas	Tls. 23 B.
Shun Hwat	Tls. 20.
Shanghai Mercury	Tls. 50.
Phoe Telephone	Tls. 60½.
Phoe Waterworks	Tls. 250 B.

E. Sellers & Co., Sales S. Tientsin

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Telephone No. 1000

Vessels To Arrive

From London

Alaska Mars ..... June 2

Rosa Mars ..... June 30

From San Francisco, etc.

China ..... June

From Yokohama

Canada Maru ..... July

Korea Maru ..... June 2

From Kobe

Kamakura Maru ..... June 2

Smiles from the Mixed Court

It's all right to steal a minute now and then when the boss isn't looking, but when it comes to taking all the time there is in the shop—that's something else again.

Zung Ching-sze left the shop door open while she stepped across the street to negotiate for a little hot water preliminary to composing the afternoon brew. As she returned she met Waung Ah-tsang coming out of the door with the family timepiece tucked under his arm. She besought him earnestly and audibly to stop a minute. But time was flying, Waung doing all he could to aid it. A policeman accomplished what science and the ages have failed at and halted the onward flitting hours.

Waung said he didn't steal the clock. He was only borrowing it for a few minutes. The assessor generously presented him with six entire months.

Dangers of Eating Late at Night

Shortly after midnight a Chinese Police Constable saw Wing Yoong-zu and another man climbing over a wall in an alleyway off Tsepoo Road. He caught Wing by the ankle and entered into conversation with him. He also entered into conversation with the other man, but the latter seemed to be late for an appointment and kept on going. Wing conversed affably until the Constable noticed a large muscular cold chisel which was not quite concealed in one of his pockets. The discovery seemed to cast a pall on the chinfest. Wing recovered his powers of speech in court.

He said he was eating food in that alleyway at the time the policeman happened along. He was just climbing up on the wall to crack an almond with the cold chisel when he was interrupted. It was disclosed that five previous alibis had failed him and so he was awarded nine months and expulsion.

Beans!

There was a gentle rustling sound about Waung Fuh-ming as he strolled nonchalantly out of a godown on North Yangtsze Road. To the copper on that beat it seemed as though Wong might be a trifle rusty in the hinges and on the chance of playing the benevolent Samaritan he took the creaking one to the station where it was found that his trouser legs were full of beans. Wong said that he had swept the beans up lawfully in an alley, but the fact that he had been convicted eight times before militated against his reputation as a scallywagger and he was held away for three months. After that he will leave us no more.

For Spending

It is decidedly not the thing for a man to be running madly through the streets at midday when the thermometer is doing altitude stunts and an S. P. C. C. officer and his own boys and caught Waung Ah-bik in an alleyway near Foochow Road. The pursuers had something shiny in the hand. It turned out to be a solid gold hunter, value $22, and claimed by Mr. Thomas, who came rushing up a good third. Three minutes later Waung stated that he had found the gun in a garbage can but could give no coherent explanation for his dash through the highways. Three months.

Home Wok

Good tidemen are nevertheless often forced to look out for other day and it usually ended into a row, many cases end, the assistant to a man Waung Tsz-zeh, with quite fair to suppose, the matter to Waung at the time he reported the matter. So naturally after he had passed the gate and Waung's superior had left to the discovery of the gate open, there is a reasonable supposition that they can straighten out by the master and the present thought never to pass Waung's information to the gate. Waung's information

Benjamin & Potts, 5 Yokow Road

Telephone No. 1000

Vessels To Arrive

From London

Alaska Mars ..... June 2

Rosa Mars ..... June 30

From San Francisco, etc.

China ..... June

From Yokohama

Canada Maru ..... July

Korea Maru ..... June 2

From Kobe

Kamakura Maru ..... June 2

Menace Since War Opened Is Broken

(Continued from Page 1)

which could be provided by the incessant labor of years, guided by the experience gained by the defeats inflicted on them at the Somme, Arras and Vimy Ridge.

Our troops, despite the difficulties and disadvantages, carried out the first assault and the subsequent attacks in almost exact accordance with the arranged time-table.

Spring Nineteen Mines

Nineteen deep mines exploded at 3.10 in the morning, wrecking large portions of the German front and support trenches, including extensive dug-out and mining systems. Immediately upon the mine explosions, our guns opened fire and the attacks of our infantry carried the whole German front-line system within a few minutes.

Our troops immediately pressed on up the western slopes of the Messines-Wytschaete Ridge, within three hours storming the entire crest-line, from the south northwards. Shortly afterwards, the whole of Messines was captured. We also completed the capture of Wytschaete village before midday.

After hard fighting, our troops, in the second stage of the attack, pushed down the eastern slopes of the ridge and advanced against the powerful line of rear defences. Heavy fighting occurred in a further series of fortified woods and strong points.

We captured the village of Oosttaverne, which lies just westward of the center of the line, during the afternoon and practically the whole of this trench-system was in our hands by night-fall and we had gained the whole day's objective. The great numbers of German dead lying in the captured positions proved the severity of the enemy's losses, the largest proportion being borne by the Bavarians. Our losses are light.

The enemy, during the night, did not attempt to recover their lost positions.

Credit to Plumer

Following General Sir Herbert Plumer's great care and the thoroughness of his preparations, the complete success of our attack is chiefly to be ascribed to the destruction caused by our mines, the violence and accuracy of our bombardment, the very fine work of the Royal Flying Corps and the dash and courage of the infantry. The whole force acted with perfect combination.

The tanks carried out excellent work. Every means of offence at our disposal was used. Thus every arm and service had a share in the victory.

We carried a German post, last night, northwards of Hyderspeek Wood and took a few prisoners. We repulsed a raiding party south-east of Le Gheer.

Reuter's correspondent at French headquarters writes that there has been a comparative lull in the battle of Messines during the night. Since their futile counter-attack, yesterday, in which our artillery played havoc among their infantry as it advanced across the open, the enemy have made no further attempt to re-take any of the important positions they have lost.

Our prisoners now total considerably over 4,000 and it is certain that many more and fresh captures have fallen into our hands which there has not yet been time to collect and count. Therefore, it seems impossible to question whether the Messines is a positive, after the complete, hammering they so well deserved at the allied's conduct.

Meanwhile, we have been very busily consolidating our gains, putting on guns and machines and making every preparation to ensure the retention of the fruits of our victory.

Prisoners Walk Wearily

Our prisoners have day in most unfavorable fashion. In the hot

of the June sun, the New Zealand sappers, stripped to the waist and nearly black with grime, yesterday shovelled a communication trench through churned-up ground, on which almost every trace of the German trenches and strong posts had been smashed out of existence.

The more I hear about the battle, the clearer it becomes that it was successful in the fullest and completest sense of the word. Everything seems to have worked precisely as designed and our victory is no less a tribute to the wonderful efficiency of the Staff work which preceded it than to the gallantry of our troops.

Reuter's correspondent, wiring earlier, reported:—The battle of Messines was begun this morning by the 2nd Army, under the command of General Sir Herbert Plumer. It has developed quite in accordance with our plans and the operation has been a brilliant success.

2,300 prisoners had been collected up to mid-day, but it is anticipated that the number will be doubled when the rounding-up is completed. With the exception of a little spot in Battle Wood, where the situation is rather obscure at the moment, we have attained the whole of our objectives on the long crest of Messines Ridge.

Germans Bring Up Reserves

Our aerial observers report that the enemy appear to be massing reserves in the vicinity of Warneton, Komintze and the Ypres-Comines road, but our artillery has the spots well picketed with shrapnel. The Anzacs fought magnificently, the New Zealanders carrying the ruins of Messines in a most dashing manner. Ulster regiments, fighting in the friendliest rivalry alongside Southern Irishmen, have done grand work.

Many of our batteries galloped into action in the good old time fashion. Our casualties have been exceptionally light. The weather is all in our favor.

The German official communique issued yesterday evening reported: The enemy broke into our foremost position-zone in the Wytschaete salient. A fluctuating battle continues violently.

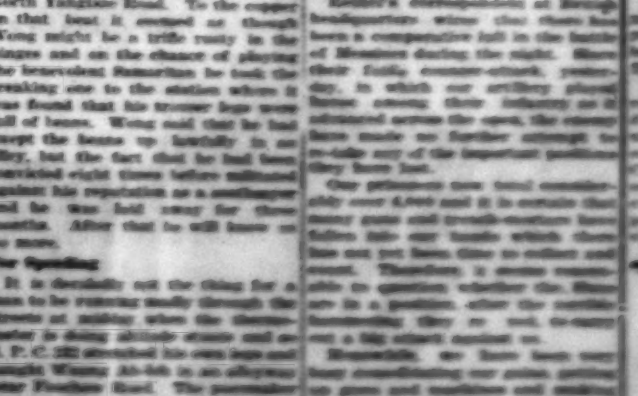
The boasts of the Kaiser concerning the arrest of the Anglo-French offensive have been decisively answered by the opening of the battle of Messines with a stroke which is more astonishing even than that which captured Vimy Ridge and broke the Hindenburg Line. The scene of the battle is the historic ground on which the Germans rush to the sea was stopped after the retreat from Mons and the battle of the Marne.

The Germans have been talking of a stroke at Brussels and Antwerp, re-appointing Sir Douglas Haig's successors with the obvious intention of overlooking the result of the British attack as a defeat, but the successes already gained locally is very important, as it deprives the enemy of the only high ground in a land of plains and the consequences may be momentous, as the Germans must build the ground before Ypres if they wish to retain the Belgian coast and Lille. Hence, eminently these successes may be expected.

Recovering French

Paris, June 9.—The official communique issued yesterday evening reported: The artillery struggle has been fairly violent on Champagne front, notably south of Ville.

The correspondent this afternoon reported: There was great artillery activity during the night along the whole front north of Laffaux Mill, south of Ville and in the sector of Craonne. The artillery fighting was generally very violent. The enemy repeatedly and at numerous points attempted attacks, which collapsed under our fire.



Provision Prices in Local Markets

Prices quoted are in Mexican dollars cents at Hongkew market as compiled on June 5, 1917.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	"	14-20
Pork	"	25-30
Veal	"	25-30
Fish		
Bream	per lb.	15-16
Cod	"	12-14
Mandarin	"	20-30
Mackerel	"	16-20
Pomfret	"	14-16
Salmon	"	18-20
Samli	"	20-30
Soles	"	16-20
Whitebait	"	none
Game, Poultry and Eggs		
Deer	each	none
Duck	"	30-60
Eggs	per doz.	14-16
Fowl	per lb.	20-25
Geese	each	40-80
Hare	"	none
Partridge	"	none
Pheasant	"	none
Pigeons	"	18-20
Plover	"	none
Quail	"	none
Snipe	"	12-14
Turkey	per lb.	40-45
Teal	each	none
Wild Duck	"	none
Wild Geese	"	none
Woodcock	"	none
Wild Pigeons	"	none
Fruit		
Apples	per lb.	20-25
Apricots	"	8-10
Bananas	"	12-15
Cherries	"	none
Cocoanuts	each	15-18
Chestnuts	per lb.	none
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	5-10
Lichees	per lb.	14-16
Mangoes	each	15-20
Mangosteens	per doz.	none
Melons	each	none
Oranges	per lb.	15-18
Peaches	"	none
Persimmons	"	none
Pechees	per lb.	6-8
Plums	"	6-8
Pomeloes	each	15-20
Pears	per lb.	10-12
Strawberries	"	10-15
Walnuts	"	10-12
Pineapple	each	none
Vegetables		
Artichokes	per lb.	2-3
Asparagus	per doz.	15-20
Bamboo Shoots	per lb.	8-10
Bread Beans	"	2-3
Beetroots	per bunch	2-3
Cabbage	each	3-5
Celery	per bunch	2-3
Carrots	"	2-3
Cauliflower	each	10-15
Ear Plant	per lb.	none
French Beans	"	10-12
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	10-40
Onions	per lb.	2-3
Peas	"	4-5
Potatoes	per pic.	$2.00-2.50
Pumpkin	per lb.	1-2
Radishes	per bunch	1-2
Spinach	per lb.	2-3
Tomatoes	"	10-20
Turnips	per bunch	2-3
Grain and Flour		
Flour, American	per 100 lb.	$4.50
Flour, Shanghai	per 100 lb.	$3.75
Rice	per 2000 lb.	$7.50
Milk		
Fresh Cows	per bottle	20
Chinese Cows	"	17

E. SELLERS,
Chief Inspector.

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POSITIVELY LAST TWO EXHIBITIONS OF THE GREAT WAR FILM

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AND TONIGHT

at 9.15 p.m.

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Episodes 11 and 12

4 PARTS

FOR TWO PERFORMANCES ONLY

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
June 13	5.00*	Victoria B.C. & Seattle	Kamakura maru	Jap.	N. Y. K.
" 15		San Francisco	Nippon maru	Jap.	Alexander
" 16	5.00*	New York via Panama	Tenyo maru	Jap.	N. Y. K.
" 25		San Francisco	Shinyo maru	Jap.	Alexander
" 25	4.00*	Victoria B.C. & Seattle	Shidzuoka maru	Jap.	N. Y. K.
" 26	..	San Francisco	China	Am.	G. J. Pet.
" 27	..	Tacoma & Seattle Wash	Mexico maru	Jap.	O. S. K.

FOR JAPAN PORTS

June 12	4.00*	Nagasaki, Moji & Kobe	Omi maru	Jap.	N. Y. K.
" 13	5.00*	Kobe	Kamakura maru	Jap.	N. Y. K.
" 14	5.00*	Kobe and Osaka via Moji	Kumano maru	Jap	N. Y. K.
" 16	5.00*	Nagasaki, Moji & Kobe	Chikuzen maru	Jap.	N.Y.K.
" 19	..	Nagasaki, Moji and Kobe	Chikugo maru	Jap.	N. Y. K.
" 21	..	Kobe & Osaka via Moji	Kasuga maru	Jap.	N. Y. K.
" 24	5.00	Nagasaki	Simbirsk	Rus.	R.V.F.
" 12	..	Kobe	Suwa maru	Jap.	N. Y. K.
" 23	..	Nagasaki, Moji & Kobe	Yawata maru	Jap.	N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

June 19	9.00*	London etc.	Kamo maru	Jap.	N. Y. K.
" 20	.	Liverpool etc.	Kashima maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

June 10	D.L.	Swatow, Hongkong & Canton	Yingchow	Br.	B. & S
" 10	4.30*	Hongkong	Shidzuoka maru	Jap.	N. Y. K.
" 11	4.00	Ningpo	Hain Pekin	Br.	B. & S.
" 11	4.00	Ningpo	Hain Ningshao	Chi.	N.S.S. Co.
" 12	8.30	Ningpo	Kiangteen	Chi.	C.M.S.N.Co.
" 14	D.L.	Hongkong & Canton	Chenan	Br.	B. & S.
" 12		Hongkong	China	Am.	G. J. Pet.
" 12	A.M.	Foochow	Hsinchi	Chi.	C.M.S.N.Co.
" 14	D.L.	Amoy, Hongkong & Canton	Sinkiang	Br.	B. & S.
" 11	D.L.	Swatow, H'kong and Canton	Tamsui	Br.	B. & S.

FOR NORTHERN PORTS

June 10	2.00	Newchwang & Dalny	Singan	Br.	B. & S.
" 10	D.L.	Newchwang	Szechuen	Br.	B. & S.
" 11	2.0	Antung	Wenchow	Br.	B. & S.
" 11	4.00	Dalny	Kashima maru	Jap.	S.M.R.
" 11	D.L.	Tientsin & Dalny	Kobuku maru	Jap.	O.S.K.
" 11	3.00	Tsingtao and Dalny	Kobe maru	Jap	S M R.
" 12	noon	Weihaiwei, Chefoo & T'sin	Kingsing	Br.	J. M. & Co.
" 12	3.30	Weihaiwei, Chefoo & T'sin	Tungchow	Br.	B. & S.
" 12	A.M.	Chefoo & Newchwang	Toonan	Chi.	C.M.S.N. Co.
" 13	3.00	Newchwang	Hunan	Br.	B. & S.
" 13	..	Tientsin direct	Kwangping	Br.	K.M.A.
" 14	10.00*	W.G.W., Chefoo & T'sin	Shengking	Br.	B. & S.
" 14	8.00*	Tsingtao	Sanyo maru	Jap.	S. M. R.
" 15	10.00*	Weihaiwei, Chefoo & T'sin	Fengtien	Br.	B. & S
" 22	5.00	Vladivostock	Simbirsk	Rus.	R. V. F.
" 27	..	Tientsin & Dalny	Keelung maru	Jap.	O. S. K.

FOR RIVER PORTS

June 10	M.N.	Hankow etc.	Kiangyung	Chi	C.M.S.N.Co
" 10	M.N.	do	Tachi maru	Jap.	N.K.K.
" 11	M.N.	do	Kianghsin	Chi.	C.M.S.N.Co.
" 11	M.N.	do	Kutwo	Br.	J. M. & Co.
" 11	M.N.	do	Yonyang maru	Jap.	N.K.K.
" 12	M.N.	do	Tachangmaru	Jap.	N.K.K.
" 12	M.N.	do	Tuckwo	Br.	J. M. & Co.
" 12	M.N.	do	Tatung	Br	B. & S.
" 13	M.N.	do	Wuchang	Br.	B. & S.
" 13	M.N.	do	Kiangyang maru	Jap.	N.K.K.
" 13	M.N.	do	Kiangkoo	Chi.	C.M.S.N. Co.
" 14	M.N.	do	Taiyo maru	Jap.	N.K.K.
" 14	M.N.	do	Kiangwah	Chi.	C.M.S.N. Co.
" 14	M.N.	do	Tungting	Br.	B. & S.
" 15	M.N.	do	Chungking	Br.	B. & S.
" 15	M.N.	do	Loongwo	Br.	J.M. & Co.

* A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
June 9	Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co.	KLYW
" 9	Tientsin	Tungchow	1263	Br.	B. & S.	CNW
" 9	Hongkong	Kashima maru	2416	Jap.	S.M.R.	WSW
" 9	Newchwang	Szechuen	1143	Br.	B. & S.	WTW
" 9	Japan	Fujisan maru	1276	Jap.	M. B. K.	MBKW
" 9	Japan	Omi maru	3222	Jap.	N. Y. K.	NYKW
" 9	Hongkong	Chenan	1063	Br.	B. & S.	CNW
" 9	Tientsin	Kohoku maru	628	Jap.	O.S.K.	OSKW
" 9	Hankow	Kutwo	1924	Br.	J. M. & Co.	SHW
" 9	Hankow	Yobyang maru	1917	Jap.	N.K.K.	LPDW
" 9	Hankow	Kianghsin	2101	Chi.	C.M.S.N. Co.	KLYW
" 9	Hankow	Whasheng	746	Chi.	C. S. S. Co.	OD
" 9	Tientsin	Kingsing	1223	Br.	J. M. & Co.	SHW
" 9	Newchwang	Toonan	842	Chi.	C.M.S.N. Co.	KLYW
" 9	Chinwangtao	Feicheng	994	Chi.	C.M.S.N. Co.	KLYW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
June 9	Hongkong & Canton	Kwanglee	1268	Chi.	C.M.S.N.Co
" 9	Takao via F'chow & K'lung	Keelung maru	963	Jap.	O. S. K.
" 9	Chefoo & Tientsin	Shuntien	1082	Br.	B. & S.
" 9	Hankow etc.	Fengyang maru	2808	Jap.	N.K.K.
" 9	Japan	Mishima maru	4929	Jap.	N. Y. K.
" 9	Hankow etc.	Nganking	1719	Br.	B. & S.
" 9	Japan	Takaosan maru	4193	Jap.	M. B. K.
" 9	Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co

For Northern Ports

NEWCHWANG.—The China Navigation Co.'s str. Szechuen, Capt. Simons, will leave on Sunday, June 10, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents Tel. No. 77.

NEWCHWANG & DAIREN.—The China Navigation Co.'s Steamer Singan Capt. G. D. S. Mills, will leave on Sunday, June 10, at 2 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

ANTUNG.—The China Navigation Co.'s Str. Wenchow Capt. A. McDowell, will leave on Sunday, June 10 at 2 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

TIENTSIN and DAIREN.—The str. Kohoku Maru, Capt. K. Saito, will be despatched from the Co.'s Pootung wharf on June 11, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at 3 p.m., on the before day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. Nos. 4234 and 4047.

CHEFOO & NEWCHWANG.—The str. Toonan, Capt. C. Taylor, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

NEWCHWANG.—The China Navigation Co.'s Steamer Hunan, Captain W. J. French, will leave on Tuesday, June 12, at 3 p.m. For Freight or Passage apply to Butterfield and Swire, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Tungchow Capt. Bennett, will leave from the French Bund on Tuesday, June 12 at 3 p.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN DIRECT.—The Kailan Mining Administration s.s. Kwangping June 13, For Freight or Passage, apply to Agent, No. 1 Jinkee Road Tel. No. 319.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Shengking Capt. McInotsh, will leave from the French Bund on on Thursday, June 14, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Fengtien, Captain McIntosh, will leave from the French Bund on Saturday, June 16, at 10 a.m. For Freight or Passage, apply Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangyung, Capt. W. McIlwain, will leave on Sunday night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW and PORTS.—The Indo-China Steam Navigation C.'s Steamer Kutwo tons 2664 Capt. Gibb, will leave on Monday, June 11, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The Co.'s Str. Yohyang Maru Captain A. E. Inwood, will be despatched from pootung N.K.K. wharf on Monday, June 11, at about 12 o'clock midnight. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Str. Kiangsin, Capt. J. R. Milligan, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Indo-China Steam Navigation C.'s Steamer Tuckwo tons 2770 Capt. Pump, will leave on Tuesday, June 12, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW & PORTS.—The China Navigation C 's Str. Tatung Capt. C. C. Williams, will leave from the French Bund on Tuesday, June 12 at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Wuchang Capt. Pickard, will leave on Wednesday, June 13, at about 12 o'clock midnight. For Freight apply to Butterfield and Swire, Agents. Tel. No. 77.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Tungting Capt. Wavell, will leave from the French Bund on Thursday, June 14, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Chungking Captain Monkman, will leave from the French Bund on Friday, June 15, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigaton Co.'s Steamer Poyang Capt. Carnaghan, will leave from the French Bund on Saturday, June 16, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel No. 401.

For Southern Ports

SWATOW, HONGKONG and CANTON.—The China Navigation Co.'s str. Yingchow, Capt. J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, June 10, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R., will leave from the French Bund on Monday, June 11 at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s str. Chenan, Capt. P. H. Cowan, will leave from the French Bund direct for the above ports on Tuesday, June 12, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

FOOCHOW.—The Str. Hsinchi, Capt. E. Hansen, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sinkiang Capt. Benson, will leave from the French Bund direct for the above ports on Thursday, June 14, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Tamsui Capt. J. S. DeWolf, will leave on Sunday, June 17, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

For Foreign Ports

TACOMA & SEATTLE, CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.—The str. Mexico Maru, Captain T. Yamaguchi, will be despatched from on June 27, at ———. Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at seattle and Tacoma. Consular Invoices must accompany overland shipment. The tender will leave the Customs jetty for conveyance of passengers and mails to the steamer, at ——— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234, 4047.

C. N. C.

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FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Luenyi, Ngankin, Poyang, Tatung, Tungting and *Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtsze and Hunan Lake.

*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.
Regular sailings every Monday, Wednesday and Friday at 4 p.m.
Tht above steamers are installed with Electric Light throught, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.
For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

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AMERICAN LINE
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Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu Yokohama and Victoria, B. C.

			arr.	leave.
"MEXICO MARU"	(12,000 tons)	Capt. T. Yamaguchi	June 26,	27
(For Hongkong)			arr.	leave.
"CANADA MARU"	(12,000 tons)	Capt. T. Suruga	July 4,	5

CHINA COASTING LINE

			For Tientsin and Dairen arr.	leave.
"KOHOKU MARU"	(2,610 tons)	Capt. K. Saito	June 9,	11
"KEELUNG MARU"	(1,569 tons)	Capt. T. Kamiashi	June 25,	27
			For Foochow, Keelung and Takao. arr.	leave.
"KOHOKU MARU"	(2,610 tons)	Capt. K. Saito	June 23,	25
"TAICHI MARU"	(1,201 tons)	Capt. H. Ueda	June 30,	July 2

The Company also run numerous steamers from Japan to India, South America, Australia, China, Korea, Vladivostock, and also between the Principal Ports in Japan.
For freight, passage and further information, please apply to:—

H. YAMAUCHI, Manager.
OSAKA SHOSEN KAISHA, Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tel. Nos. 4047, 4234.

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Corner of Peking and Yuen Ming Yuen Roads,
Tel. 181 and 183 Shanghai.

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SEMI-TROPICAL ROUTE.

"NIPPON MARU"	11,000 Tons	June 15	1917
"SHINYO MARU"	22,000 "	June 25	"
"PERSIA MARU"	5,000 "	July 6	"
"KOREA MARU"	20,000 "	July 20	"
"SIBERIA MARU"	18,000 "	July 30	"

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

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WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI KOBE YOKOHAMA AND HONOLULU
JUNE 26, SEPT. 8, NOV. '19.

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REDUCED RATES TO MISSIONARIES

FOR HONGKONG
JUNE 12, AUG. 26, NOV. 6.

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EUROPEAN LINE.

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	Tons		
KAMO MARU	16,000	——	June 10
KASHIMA MARU** ...	19,000	——	June 29
MISHIMA MARU	16,000	——	July 8

**For Liverpool.

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

KAMAKURA MARU ..	12,500	Capt. T. Shirai,	June 13, 1917
SHIDZUOKA MARU ...	12,500	Capt. J. Noma,	June 26, 1917
INABA MARU	12,500	Capt. K. Higo,	July 21, 1917

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

OMI MARU	7,000	Capt. M. Machida,	June 12
CHIKUZEN MARU	5,500	Capt. Y. Nakajima,	June 16
CHIKUGO MARU	5,500	Capt. Y. Yui,	June 19
YAWATA MARU	7,000	Capt. K. Yasuhara,	June 23
HAKUAI MARU	5,000	Capt. K. Takano,	June 26

KOBE TO SEATTLE.

SADO MARU	12,500	Capt. K. Shinohe	June 15

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KUMANO MARU	9,500	Capt. K. Yagiu,	June 14
KASUGA MARU	7,000	Capt. S. Saito,	June 21

FOR JAPAN.

KAMAKURA MARU ...	12,500	Capt. T. Shirai,	June 13
SUWA MARU	21,000	Capt. T. Sekine,	June 22

FOR HONGKONG.

INABA MARU	12,500	——	July 3, 1917

AUSTRALIAN LINE.

Regular Four-Weekly Service between Japan Ports and Australian (calling at Hongkong and Manila.)

			Leave Hongkong.
TANGO MARU	14,000	——	June 19, 1917
NIKKO MARU	10,000	——	July 17, 1917
AKI MARU	12,500	——	Aug. 14, 1917

CALCUTTA LINE.

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE.

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Tel. Address: Yusen, Shanghai. Tel. No. 2729.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0⁰⁰ = Midnight, 13³⁰ = 1³⁰ p.m.

September 1st, 1916, and until further notice

Mail 101 B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102 B. s.
2035	830	300	0	dep. Peking arr.	2230	1950	1020
2345	1112	635		arr. Tientsin-Central dep.	1938	1700	720
2350	1117	640	84	dep. Tientsin-Central arr.	1930	1658	710
000	1125	650		arr. Tientsin-East dep.	1920	1645	700
1910	520	2319	524	arr. Mukden dep.	300		1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line			Mail 4. B. s.	Local 6.
715	1150	—	0	dep. Tientsin-East	arr.	—	1705	1950
725	11 0	—	2.71	arr. Tientsin Central	dep.	—	1655	1941
745	1200	—		dep. Tientsin-Central	arr.	—	1631	1911
1133	1500	—	78	dep. Tsangchow	dep.	—	1332	1508
1457	1746	—	148	dep. Techow	dep.	—	1048	1158
1801	2021	—	—	arr. Tsinanfu	dep.	—	806	845
7.	:	—	220	:	:	—	:	8.
800	2031	—	—	dep. Tsinanfu	arr.	—	756	1812
1039	223	—	266	dep. Taianfu	dep.	—	601	1542
1300	038	—	318	arr. Yenchowfu	dep.	—	349	1311
1315	048	—		dep. Yenchowfu	arr.	—	339	1256
1536	316	—	377	dep. Linchenz	dep.	—	120	1042
1816	450	—	—	arr. Hsuchowfu	dep.	—	2336	840
9.	:	—	420	:	:	—	:	0.
630	457	—	—	dep. Hsuchowfu	arr.	—	2329	2047
1156	853	—	523	arr. Pengpu	dep.	—	1953	1442
1204	840	—		dep. Pengpu	arr.	—	1946	1422
1657	1152	—	600	dep. Chuchow	dep.	—	1648	928
1848	1300	—	631	arr. Pukow	dep.	—	1530	728

Express 16 B. S.	Express 10. B.			Shanghai-Nanking Line			Express 1. B.	Express 15. B. S.
. .	1420	. .	0	dep. Nanking-Ferry	arr.	. .	1410	. .
2300	1420	. .	. .	dep. Nanking	arr.	. .	1415	650
700	2120	. .	193	arr. Shanghai-North	dep.	. .	755	2300

Yenchowfu-Tsiningchow Branch Line				Linchcog-Tsochuang Branch Line							
930	1330	2130	d. Yenchowfu a.	630	1220	2000	530	1110	1800	d. Linchcog a.	810	1410	2100
1032	1455	2232	a. Tsiningchow d.	528	1125	1848	638	1219	1908	a. Tsochuang d.	702	1302	1952

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 | = train runs on Thursday only. 230 | = train runs on Fridays only.

| 300 = on trains marked thus passengers must hold additional place tickets.

B = train has buffet car with regular meal service

S = train has sleep. accomm. 1st & 2nd class. s = train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, September, 1916.

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BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B.	$655 S.
Chartered	£59 10s.
Russo-Asiatic	R. 350
Cathay, ordy	Tls. 6.30 B.
Cathay, pref.	Tls. 5.15.
Marine Insurances	
Canton	Tls. 350.
North China	Tls. 150
Union of Canton	Tls. 870
Yangtsze	$217 ex 73.
Fire Insurances	
China Fire	$146 B.
Hongkong Fire	Tls. 327½ B.
Shipping	
Indo-China Pref.	Tls. 128
Indo-China Def.	109s. N.
"Shell"	Tls. 16.
Shanghai Tug (o)	Tls. 46½.
Shanghai Tug (f)	Tls. 30 S.
Kochien	
Mining	
Kaiping	Tls. 10 xd B.
Oriental Cons.	27/6.
Philipine	Tls. 0.80.
Raub	$2.65 N.
Docks	
Hongkong Dock	$121 B.
Shanghai Dock	Tls. 90 B.
New Eng. Works	Tls. 12 B.
Wharves	
Shanghai Wharf	Tls. 70 B.
Hongkong Wharf	Tls. 76 B.
Lands and Hotels	
Anglo French Land	Tls. 83½ B.
China Land	Tls. 50.
Shanghai Land	Tls. 79 B.
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd.	$84¼ B.
China Realty (ord.)	Tls. 8s.
China Realty (pref.)	Tls. 8s.
Cotton Mills	
E-wo	Tls. 152½.
E-wo Pref.	Tls. 100
International	Tls. 88 B.
International Pref.	Tls. 68.
Lao-kung-mow	Tls. 70.
Oriental	Tls. 34
Shanghai Cotton	Tls. 118 B.
Kung Yik	Tls. 14
Yangtszepoo	Tls. 5.40 B.
Yangtszepoo Pref.	Tls. 101.
Industrials	
Butler Tile	Tls. 23.
China Sugar	$107 N.
Green Island	Tls. 7.60 B.
Langkats	Tls. 16 B.
Major Bros.	Tls. 8.
Shanghai Sumatra	Tls. 140 S.
Stores	
Hall and Holtz	$16½ B.
Llewellyn	$60.
Lane, Crawford	$100
Moutrie	$35.
Watson	$6¾ B.
Weeks	$15½ x.d. B.
Rubbers (Local)	
Alma	Tls. 11 B.
Amherst	Tls. 1.
Anglo-Java	Tls. 10¼ B.
Anglo-Dutch	Tls. 5.30 B.
Ayer Tawah	Tls. 38 S.
Batu Anam 1913	Tls. 1.10 B.
Bukit Toh Alang	Tls. 4 B.
Bute	Tls. 1.10 B.
Chemor United	Tls. 1¼ B.
Chempedak	Tls. 11½ B.
Cheng	Tls. 2.95
Consolidated	Tls. 2.90 B.
Dominion	Tls. 11 B.
Gula Kalumpong	Tls. 8 B.
Java Consolidated	Tls. 21¾
Kamunting	Tls. 6¾ B.
Kapala	Tls. 0.90.
Kapayang	Tls. 28
Karan	Tls. 12.30 xd
Kota Bahroes	Tls 9¼ B.
Kroewoek Java	Tls. 18½ B.
Padang	Tls. 14 B.
Pengkalan Durian	Tls. 10.65 B.
Permata	Tls. 3.80
Repah	Tls. 1.10 B.
Samagagas	Tls. 1 B.
Seekee	Tls. 7¾.
Semambu	Tls. 1½ B.
Senawang	Tls. 14 B.
Shanghai Klebang	Tls. 0.95 B.
Shanghai Malay	Tls. 7 B.
S'hai Malay-pref.	Tls. 13
Shanghai Pahang	Tls. 1¾ B.
Sungala	Tls. 1.65 B.
Sungei Duri	Tls. 11½.
Sua Manggis	Tls. 6 B.
S'hai Kalantan	Tls. 95 B.
Shanghai Seremban	Tls. 0.80 B.
Taiping	Tls. 2 B.
Tanah Merah	Tls. 1.15 B.
Tebong	Tls. 22½ xd
Ulobri	Tls. 2½.
Ziangbe	Tls. 6 B.
Miscellaneous	
C. I. and E. Lumber	Tls. 110.
Culty Dairy	Tls. 9 B.
S'hai Elec. and Asb.	$2.
Shanghai Trams	Tls. 73 B.
Shanghai Gas	Tls. 24. B.
Horse Bazaar	Tls. 30.
Shanghai Mercury	Tls. 30.
S'hai Telephone	Tls. 84½
S'hai Waterworks	Tls. 250 B.

S., Sellers. Sa., Sales. B., Buyers.

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Vessels To Arrive

From London
Atsuta Maru ..... June 26
Suwa Maru ..... June 13
From San Francisco, etc.
China ..... June 11
From Tacoma
Canada Maru ..... July 4
Mexico Maru ..... June 27
From Seattle
Kamakura Maru ..... June 25

Smiles from the Mixed Court

It's all right to steal a minute now and then when the boss isn't looking, but when it comes to taking all the time there is in the shop—that's something else again.

Zung Ching-sze left the shop door open while she stepped across the street to negotiate for a little hot water preliminary to composing the afternoon brew. As she returned she met Waung Ah-tsang coming out of the door with the family timepiece tucked under his arm. She besought him earnestly and audibly to stop a minute. But time was flying, Waung doing all he could to aid it. A policeman accomplished what science and the ages have failed at and halted the onward flitting hours.

Waung said he didn't steal the clock. He was only borrowing it for a few minutes. The assessor generously presented him with six entire months.

Dangers of Eating Late at Night

Shortly after midnight a Chinese Police Constable saw Wing Yoong-zu and another man climbing over a wall in an alleyway off Tsepoo Road. He caught Wing by the ankle and entered into conversation with him. He also entered into conversation with the other man, but the latter seemed to be late for an appointment and kept on going. Wing conversed affably until the Constable noticed a large muscular cold chisel which was not quite concealed in one of his pockets. The discovery seemed to cast a pall on the chinfest. Wing recovered his powers of speech in court.

He said he was eating food in that alleyway at the time the policeman happened along. He was just climbing up on the wall to crack an almond with the cold chisel when he was interrupted. It was disclosed that five previous alibis had failed him and so he was awarded nine months and expulsion.

Beans!

There was a gentle rattling sound about Wong Fuh-ming as he strolled nonchalantly out of a godown on North Yangtsze Road. To the copper on that beat it seemed as though Wong might be a trifle rusty in the hinges and on the chance of playing the benevolent Samaritan he took the creaking one to the station where it was found that his trouser legs were full of beans. Wong said that he had swept the beans up lawfully in an alley, but the fact that he had been convicted eight times before militated against his reputation as a soothsayer and he was laid away for three months. After that he will know us no more.

For Speeding

It is decidedly not the thing for a man to be running madly through the streets at midday, when the thermometer is doing altitude stunts and so S. P. C. 232 stretched his own legs and caught Waung Ah-loh in an alleyway near Foochow Road. The pacemaker had something shiny in his hand. It turned out to be a solid gold hairpin, value $22, and claimed by Ts Tsen-sze, who came panting up a poor third, three minutes later. Waung stated that he had found the pin in a garbage can but could give no coherent explanation for his dash through the highways. Three months.

Meant Well

Good intentions are troublesome affairs. Mow Sze-foh had one the other day and it nearly worked him into a snug stone cell. He intended to return Waung Yuin-zin's silk gown. But he neglected to mention the matter to Waung at the time he borrowed the garment. So, naturally, after he had pawned the gown and Waung's suspicion had led to the discovery of the pawn ticket, things were in a somewhat complicated snarl. They were straightened out by the assessor and Mow promised fervently never to pawn Waung's haberdashery again without giving reasonable notice.

Menace Since War Opened Is Broken

(Continued from Page 1)

which could be provided by the incessant labor of years, guided by the experience gained by the defeats inflicted on them at the Somme, Arras and Vimy Ridge.

Our troops, despite the difficulties and disadvantages, carried out the first assault and the subsequent attacks in almost exact accordance with the arranged time-table.

Spring Nineteen Mines

Nineteen deep mines exploded at 3.10 in the morning, wrecking large portions of the German front and support trenches, including extensive dug-out and mining systems. Immediately upon the mine explosions, our guns opened fire and the attacks of our infantry carried the whole German front-line system within a few minutes.

Our troops immediately pressed on up the western slopes of the Messines-Wytschaete Ridge, within three hours storming the entire crest-line, from the south northwards. Shortly afterwards, the whole of Messines was captured. We also completed the capture of Wytschaete village before midday.

After hard fighting, our troops, in the second stage of the attack, pushed down the eastern slopes of the ridge and advanced against the powerful line of rear defences. Heavy fighting occurred in a further series of fortified woods and strong points.

We captured the village of Oosttaverne, which lies just westward of the center of the line, during the afternoon and practically the whole of this trench-system was in our hands by night-fall and we had gained the whole day's objective. The great numbers of German dead lying in the captured positions proved the severity of the enemy's losses, the largest proportion being borne by the Bavarians. Our losses are light.

The enemy, during the night, did not attempt to recover their lost positions.

Credit to Plumer

Following General Sir Herbert Plumer's great care and the thoroughness of his preparations, the complete success of our attack is chiefly to be ascribed to the destruction caused by our mines, the violence and accuracy of our bombardment, the very fine work of the Royal Flying Corps and the dash and courage of the infantry. The whole force acted with perfect combination.

The tanks carried out excellent work. Every means of offence at our disposal was used. Thus every arm and service had a share in the victory.

We carried a German post, last night, northwards of Havrincourt Wood and took a few prisoners. We repulsed a raiding party south-westward of La Bassee.

Reuter's correspondent at British headquarters wires that there has been a comparative lull in the battle of Messines during the night. Since their futile counter-attack, yesterday, in which our artillery played havoc among their infantry as it advanced across the open, the enemy have made no further attempt to re-take any of the important positions they have lost.

Our prisoners now total considerably over 6,000 and it is certain that many guns and trench-mortars have fallen into our hands which there has not yet been time to collect and count. Therefore, it seems reasonable to question whether the Huns are in a position, after the terrible hammering they re ved, to carry out a big attack against us.

Meanwhile, we have been very busy consolidating our gains, getting up guns and machines and making every preparation to ensure the retention of the fruits of our victory.

Pioneers Work Wonders

Our pioneers have dug in most praiseworthy fashion. In the heat of the June sun, the New Zealand sappers, stripped to the waist and nearly black with grime, yesterday shovelled a communication trench through churned-up ground, on which almost every trace of the German trenches and strong posts had been smashed out of existence.

The more I hear about the battle, the clearer it becomes that it was successful in the fullest and completest sense of the word. Everything seems to have worked precisely as designed and our victory is no less a tribute to the wonderful efficiency of the Staff work which preceded it than to the gallantry of our troops.

Reuter's correspondent, wiring earlier, reported:—The battle of Messines was begun this morning by the 2nd Army, under the command of General Sir Herbert Plumer. It has developed quite in accordance with our plans and the operation has been a brilliant success.

2,300 prisoners had been collected up to mid-day, but it is anticipated that the number will be doubled when the rounding-up is completed. With the exception of a little spot in Battle Wood, where the situation is rather obscure at the moment, we have attained the whole of our objectives on the long crest of Messines Ridge.

Germans Bring Up Reserves

Our aerial observers report that the enemy appear to be massing reserves in the vicinity of Warneton, Konintze and the Ypres-Comines road, but our artillery has the spots well picketed with shrapnel. The Anzacs fought magnificently, the New Zealanders carrying the ruins of Messines in a most dashing manner. Ulster regiments, fighting in the friendliest rivalry alongside Southern Irishmen, have done grand work.

Many of our batteries galloped into action in the good old time fashion. Our casualties have been exceptionally light. The weather is all in our favor.

The German official communique issued yesterday evening reported: The enemy broke into our foremost position-zone in the Wytschaete salient. A fluctuating battle continues violently.

The boasts of the Kaiser concerning the arrest of the Anglo-French offensive have been decisively answered by the opening of the Battle of Messines with a stroke which is more audacious even than that which captured Vimy Ridge and broke the Hindenburg Line. The scene of the battle is the historic ground on which the German rush to the sea was stopped after the retreat from Mons and the battle of the Marne.

The Germans have been talking of a stroke at Brussels and Antwerp, exaggerating Sir Douglas Haig's purposes with the obvious intention of proclaiming the result of the British attack as a defeat, but the success already gained locally is very important, as it deprives the enemy of the only high ground in a land of plains and the consequences may be momentous, as the Germans must hold the ground before Ypres if they wish to retain the Belgian coast and Lille. Hence, extremely fierce counter-attacks may be expected.

Hammering French

Paris, June 8.—The official communique issued yesterday evening reported: The artillery struggle has been fairly violent on Chemin-des-Dames, notably south of Filain.

The communique this afternoon reported: There was great activity during the night-time along the whole front north of Laffaux Mill, south of Filain and in the sector of Cerny. The artillery fighting was occasionally very violent. The enemy repeatedly and at numerous points attempted attacks, which collapsed under our fire.

CHUNG HWA TRANSLATION CO.

Undertakes translations of the following nature:

Letters, Contracts, News, Essays, Novels, Sciences, Advertisements, Regulations, Poems, Official Statements, Arts Descriptions, etc., etc.

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21 Foochow Road, Shanghai.
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Ingersoll

WATCHES

Known and used the world over for their reliability and moderate price.

Your dealer has them in 32 styles from **$3.00** to **14.00.** If he hasn't, tell us. We will see that he is supplied.

Gaston, William & Wigmore, Far Eastern Division, Inc.
SHANGHAI
Agents for China

Provision Prices in Local Markets

Prices quoted are in Mexican dollars cents at Hongkew market as compiled on June 5, 1917.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	,,	16-20
Pork	,,	25-30
Veal	,,	25-30
Fish		
Bream	per lb.	15-16
Cod	,,	12-14
Mandarin	,,	20-30
Mackerel	,,	16-20
Pomfret	,,	14-16
Salmon	,,	16-20
Samli	,,	20-30
Soles	,,	16-20
Whitebait	,,	none
Game, Poultry and Eggs		
Deer	each	none
Duck	,,	30-60
Eggs	per doz.	14-16
Fowl	per lb.	20-25
Geese	each	40-80
Hare	,,	none
Partridge	,,	none
Pheasant	,,	none
Pigeons	,,	18-20
Plover	,,	none
Quail	,,	none
Snipe	,,	12-14
Turkey	per lb.	40-45
Teal	each	none
Wild Duck	,,	none
Wild Geese	,,	none
Woodcock	,,	none
Wild Pigeons	,,	none
Fruit		
Apples	per lb.	20-25
Apricots	,,	8-10
Bananas	,,	12-15
Cherries	,,	none
Cocoanuts	each	15-18
Chestnuts	per lb.	none
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	8-10
Lichees	per lb.	14-16
Mangoes	each	15-20
Mangosteens	per doz.	none
Melons	each	none
Oranges	per lb.	15-18
Peaches	,,	none
Persimmons	,,	none
Peeboes	per lb.	6-8
Plums	,,	6-8
Pumeloes	each	15-20
Pears	per lb.	10-12
Strawberries	,,	10-15
Walnuts	,,	10-12
Pineapple	each	none
Vegetables		
Artichokes	per lb.	2-3
Asparagus	per doz.	15-20
Bamboo Shoots	per lb.	8-10
Broad Beans	,,	2-3
Beetroot	per bunch	2-3
Cabbage	each	3-5
Celery	per bunch	2-3
Carrots	,,	2-3
Cauliflower	each	10-15
Egg Plant	per lb.	none
French Beans	,,	10-12
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	30-40
Onions	per lb.	2-3
Peas	,,	4-5
Potatoes	per pic.	$2.40-3.00
Parsnips	per lb.	5-6
Radishes	per bunch	1-2
Spinach	per lb.	2-3
Tomatoes	,,	15-20
Turnips	per bunch	2-3
Grain and Flour		
Flour, American	per 50 lb.	$4.80
Flour, Shanghai	per 50 lb.	$2.75
Rice	per 200 lb.	$7.80
Milk		
Foreign dairies	per bottles	20
Chinese dairies	,,	17

E. KILNER,
Chief Inspector.

OLYMPIC THEATRE

TONIGHT *TONIGHT*

Don't Miss this Chance

POSITIVELY LAST TWO EXHIBITIONS OF THE GREAT WAR FILM

"THE BATTLE OF THE ANCRE"

AND

"ADVANCE OF THE TANKS"

Matinee Today

at 3.15 p.m.

AND TONIGHT AT 9.15.

VICTORIA THEATRE

TODAY, MATINEE

at 3.15 p.m.

AND TONIGHT

at 9.15 p.m.

SHOWING

"PEG O' THE RING"

Episodes 11 and 12

4 PARTS

FOR TWO PERFORMANCES ONLY

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Replies must be called for

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"RUBE AND THE YANKEE GIRL"

by

F. H. and Lawrence Mott

The world is sad indeed, but read about the American farmer, and

SMILE ! ! !

Entire proceeds for the French Red Cross ! !

KELLY & WALSH

Far Eastern Publishers.

14096

The National Loan of the Third Year of the Republic of China (1914) $16,000,000 and Supplementary Issue of $8,000,000

AND

The National Loan of the Fourth Year of the Republic of China (1915) $24,000,000.

Subscribers to the above two loans are hereby notified that in pursuance of arrangements recently made by the Chinese Government with me for the future service of these loans, interest payments are and will be adequately secured by cash funds in my hands and at my sole disposal.

F. A. AGLEN,
Inspector General of Customs.

INSPECTORATE GENERAL OF CUSTOMS.
Peking, 6th June, 1917.
14133

STEAMER FOR SALE

Rebuilt 1916; 800 tons D/W; draft 15'6"; consumption 8 tons; speed, 8 knots; 3 hatches; triple engine; August delivery.

Also steamer 3,500 tons D/W; draft 18'6"; consumption 16 tons; speed, 10 knots; 4 hatches; triple engine; September/October delivery.

C. A. MARTINHO MARQUES,
96 Szechuen Road.
Tel. No. 380.

Residence Tel. No. North 1939.
14135

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, always pure, and always gives satisfaction.

"Meadow" Brand

An excellent Butter for table or cooking.

TASMANIAN "I.X.L." JAMS & FRUITS

Finest quality — made from only the finest selected fruit and pure cane sugar.

TO BE OBTAINED OF ALL STOREKEEPERS.

FINEST CANADIAN CHEDDAR CHEESE in 8 lb. rounds.

HUTTON'S CELEBRATED AUSTRALIAN "PINEAPPLE" BRAND BACON.

Imported by
GEDDES & CO., LTD.
Tel. 346. 5 Peking Road.

We hold large and complete stocks OF WINES AND SPIRITS and are in a position to supply The Trade With Quality AT Exceptionally Low Rates

Correspondence Solicited

GARNER, QUELCH & CO.

WHOLESALE IMPORTERS

NOTICE

Until further notice, the office hours of this firm will be from 8 a.m. to 4.30 p.m.

GASTON, WILLIAMS & WIGMORE,
FAR EASTERN DIVISION, INC.
J. J. KEEGAN
H. J. ROSENCRANTZ,
Managing Directors.
Shanghai, June 9, 1917.
J.18.

Commercial Pacific Cable Co.

NOTICE

Our Express May 29th referring to Daily Serial Numbers. The Censor points out that when cablegrams are numbered, a Daily Serial Number must be used commencing each day with Number "ONE."

J. D. GAINES,
Superintendent.
14132

The Shanghai Share-Brokers' Association

An extraordinary General Meeting of Members will be held in the rooms of the Association on Thursday, 14th June, 1917, at 4 p.m.

C. A. MARTINHO MARQUES,
Hon. Secretary.
14118

An Extraordinary Precious Stone

IN A DUCK'S EGG.

A Cantonese merchant in Siam, named Dien Barn, had a duck which laid an egg on February 3, 1916. This egg weighed heavily in hand, so the owner decided to break it and to find out what this egg really was. He had broken it, and immediately beneath the shell he found a solid yellow precious stone; afterwards this stone changed colors. Now he has arrived Shanghai and brought it with him. As it is so extraordinary and wonderful, he is willing to exhibit before any great scientists or persons who take interest in curious things. Any man who can give details and proofs about this stone and prove satisfactory, the owner will recompense him highly for his valuable service, or any man who wish to buy it also can arrange with the owner in person. But any person who wants to call at the following address to see this stone, is requested to provide an introduction by a local noted firm.

Opium Guild.
623 Canton Road.
14024

ZUNG LEE & SONS, (W. Z. Zee & Sons, Est. 1895), BROADWAY, SHANGHAI

METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

ANTIMONY REGULUS.
(99% pure)
ALWAYS IN STOCK.

Apply, HUPEH GOVERNMENT MINING BUREAU, WUCHANG.

Tel. address "HUPEHMINE"

13721

KNAPP & BAXTER, INC.

IMPORTERS OF

AMERICAN PRODUCTS

6 Kiukiang Road, Shanghai, China

Phone: No. 1860 Chinese Dept. No. 1625

NOTICE

We beg to announce that we have opened an office at 6 Kiukiang Road, Shanghai JUNE 6th, 1917.

ZYLSTRA & CO.

Import and Export Merchants.

Representatives for

J. H. NEWBAUER & CO.

WHOLESALE GROCERS

San Francisco, Cal., U. S. A.

14114

Au Petit Louvre

32 NANKING ROAD

Will continue their sale for another week and to reduce their stock will offer the following goods at prices below original cost to clear

Hats - - - - -	from	$3.00
Dresses - - - -	"	$9.50
Blouses - - - -	"	$1.00

Also substantila reductions in all departments

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NOT OVER $40

Protectographs writing up to.....$5,000.00 Mx. $40.00
" " " .....$1,000.00 Mx. $20.00

THE OFFICE APPLIANCE CO.

Tel. 4778 4 Canton Rd., Shanghai. Tel. 4778

RING UP 3809

for a comfortable 5-passenger car

PER HOUR **$4.00** PER HOUR

CENTRAL GARAGE CO., LTD.

2a Jinkee Road.

NOTICE

Notice is hereby given that all persons going to the United States, or en route through the United States, or on vessels touching at American ports, should submit their passports to an American Diplomatic or Consular officer for verification (if American) or vise (if not American).

THOMAS SAMMONS,
American Consul-General.
Shanghai, China, June 8, 1917.
14127

Whangpoo Conservancy Board.

Notification No. 70.

TENDERS FOR COAL.

Tenders are hereby invited for the supply for dredgers and launches of about Five hundred tons of Lump Coal per month for six months from 1st July to 31st December, 1917, to be delivered ex-godown.

Tenders addressed to the "Whangpoo Conservancy Board, 6 Kiukiang Road, Shanghai," must be sent in so as to be in the Board's hands on or before noon, June 18th, 1917. Tenderers are required to deliver before the same day one ton of coal as sample at the Conservancy Woosung Yard at Chang Wah Pang, for which the Board will pay actual cost.

The Board do not bind themselves to accept the lowest or any tender.

WHANGPOO CONSERVANCY BOARD.
Shanghai, June 6th, 1917.
14109

CULTY DAIRY Co.
Limited

505 Avenue Joffre.
Tel. West 101.

Pure Milk

OWING to an increase in our herd of cattle we are now in a position to supply additional customers with Milk.

CULTY DAIRY Co., Limited
13964

When you think of China's Richest Province, Think of Szechuen, and you will also Think of WIDLER & CO., Chungking, West China.

Born 1915 — Still Existing

Opening June 11th

LACE BAZAAR CO.

88 Szechuen Road.

(Opposite Whiteaway Laidlaw & Co.)

Hand-made Laces, Embroideries, Silks and Works of Art.

Wholesale and Retail.

14106

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens

Comfortable rooms (Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.

Tel. 3482
3408

Nos. 8 & 11 Quinsan Gardens

Phone 1946

One small bedroom vacant, with all comforts.

TO LET, Central, two good cool well-furnished bedrooms, with excellent board, modern bath and lavatory. Lift and 'phone. Very reasonable terms. Also one good attic room. Apply to Box 150, THE CHINA PRESS.
14090

---

19 NANZING ROAD, to let, well-furnished flat with bathroom and verandah, facing south. Also single room to let.
14126 J.15.

NEWLY-FURNISHED room with bathroom attached. Central, near Bund. Rent reasonable. Apply to Box 163, THE CHINA PRESS.
14117 J.10.

TO LET, 6 and 7 Quinsan Gardens, one handsome front room, for married couple. Also 2 small rooms, table good.
14118 J.10.

WESTERN DISTRICT. To let at 61 Carter Road, in exceptionally cool house, superior furnished large bed-sitting-rooms, facing south, large verandahs and bathrooms attached, single or en suite; also one smaller room, garden, tennis, telephone, tram station. Excellent cuisine. Terms moderate.
14060

ONE furnished room, with bathroom attached, to let in Range Road. Breakfast if desired. Apply to Box 114, THE CHINA PRESS.
14105

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-a Peking Road, or P.D., 159 Haining Road, opposite West End Lane.

THE WINNING NUMBERS in the Yacht and Kodak Raffle, drawn last Sunday, were: Cash Prize, 66; Kodak, 37. Please apply to Burr Photo Co.

SITUATIONS WANTED

OFFICE MAN of experience, holding responsible position, wants extra work after office hours and lots of it; no work too complex to handle; no position too small to consider or accept, to either one of which I promise true devotion, and to him who favors me with his confidence, I shall be unremitting in my labours to compensate. Apply to Ally: THE CHINA PRESS.
14134

A CHINESE well-experienced with export business of China produce and manufactured articles is open for immediate engagement as a market shroff or compradore. Good reference if required. Please apply to Box 165, THE CHINA PRESS.
14119 J.13.

WANTED: A young lady seeks position in a local firm as a stenotypist or office assistant. As beginner, salary is no object. Apply to Box 159, THE CHINA PRESS.
14103 J.10.

POSITION WANTED by a youth, as assistant or clerk, with knowledge of typing, shorthand and office routine. Apply to Box 146, THE CHINA PRESS.
14085 J.10.

EDUCATIONAL

TYPEWRITING. Learn Touch Typing. Classes are being formed. Charges moderate with services of our Free Employment Agency. Apply to Box 166, THE CHINA PRESS.
14120 J.10.

SITUATION VACANT

WANTED, a cheerful and capable mother's help and companion, by a neutral family residing in Shanghai. Reply, giving reference and pay required. Very good home. Apply to Box 169, THE CHINA PRESS.
14124 J.12.

HOUSES TO LET

FURNISHED HOUSE, with servants complete, for rent for two months from July 15, near French Park and trams; four rooms, cool. Rental free to married couple or bachelor who will board a summer widower. Apply to Box 173, THE CHINA PRESS.
14128 J.13.

MEDICAL

MADAME MIZKIEWITZ. Accoucheuse of the Vienna Midwifery and Gynecological Medical School. May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai.
14053

Exchange and Mart

FOR SALE: Pair of pedigree Yorkshire terriers. Owner going away for summer. Reply British Post Office, Box No. 207.
14129 J.10.

WANTED, second-hand cabinet Victrola, without records. In replying, state price, style, finish, etc., to Box 141, THE CHINA PRESS.
14136 J.10.

BRAND-NEW American 52 ribbed mandolin and case, with tutor and finger-board chart; Cost $55, accept $30. Apply to Box 168, THE CHINA PRESS.
14123 J.10.

FOR SALE: Big, twin, Indian motor-cycle, 7 h.-p., 1916 model, electric equipment, used 200 miles. Also new Cygnet rear-car, price, Taels 575.00. Apply to Box 161, THE CHINA PRESS.
14107 J.12.

IF you want extra keys made for your Yale Locks call at 39 Nanking Road.
14054

WANTED, new or second-hand paper perforating machine. Apply to Box 172, THE CHINA PRESS.
14137 J.10.

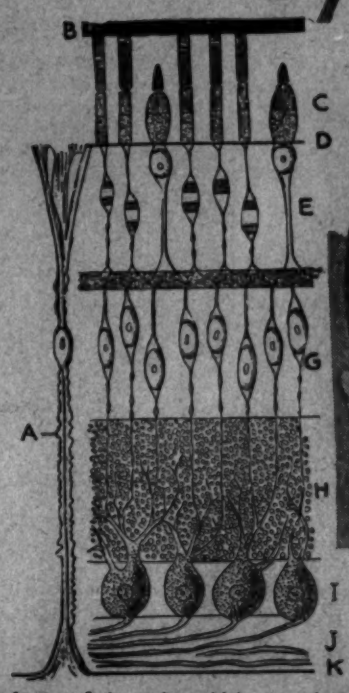
FOR SALE: Thorough-bred, pedigree, brindle color, Bull dog bitch, about 20 months old, by Newington Marvel, Champion of Australia, and Lady Molly. In first class condition. Apply No. 3 Minghong Road.
14100

FOR SALE, two-cylinder, 12 h.p. boat motor, 16-inch propeller, magneto, Mex. $225. 16-inch reversible propeller and 10 ft. shaft $100. One chain hoist. 800 pounds American putty. Write T. M. Wilkinson & Co., Foochow, China.
14092

Business and Official Notices are Continued on Page 17

How Colors Affect Your Happiness

A Noted Portrait Painter's Interesting Theory That Divorces, Incorrigible Children and Even Wars Are Due to Having Too Much Red in the World and Not Enough of the Kindly, Joy-Bringing Yellow, Violet and Green



The layers of the retina which transmit color vibrations to the optic nerve. A—Muller's fibre. B—Layer of pigment. C—Jacob's membrane. D—Limit of external membrane. E—Outer nuclear layer, showing first "rods." F—Outer molecular layer. G—Inner nuclear layer. H—Inner molecular layer. I—Vesicular layer. J—Fibrous layer. K—Internal limiting membrane.

The diagram beside is a cross-section of the brain, showing on the left side the location of the intellectual centres which are disturbed by disharmonious color vibrations carried along the optic nerves.

MISS H. MAYNARD WHITE, noted portrait painter of New York, Philadelphia and Washington, extends to brides, prospective brides, and humanity in general, the benefits of her twenty years of research in the field of color and its relation to happiness.

Briefly epitomized Miss White's idea is this: We know that what we call color is nothing but vibration. Waves of light of varying lengths and rapidity produce color. The vibrations striking upon the retina are carried by its curious rods to the optic nerve, and transmitted by the optic nerve to the brain. There the vibrations result in our perception of what we call color.

The optic nerve is in fact a bulbular prolongation of the brain and is intimately connected with the brain's intellectual centres—the "patches" that give us logic, charity, patriotism, love, hatred and so on. These high and complex centres are profoundly affected by the color vibrations, and their manifestations in conduct are strongly affected in this way. This, very briefly, is Miss White's theory.

Miss W. is a prominent member of Philadelphia's society, and was one of the founders of the Three Arts Club of Philadelphia. She is a granddaughter of the late Judge Thomas White, of the Superior Court of Pennsylvania, is a graduate of the University of Pennsylvania, the Pennsylvania Academy of Fine Arts, and studied for six years in Paris, Vienna and Rome.

Twenty years ago Miss White became interested in color psychology when she noticed the effects of the different colors of the spectrum upon children. She was amazed when she discovered that certain colors had a wonderfully beneficial effect upon incorrigible children. She organized a free color class for youngsters, and educators were astounded at her success in straightening out the "kinks" in the characters of wayward boys and girls. Several of these child color students developed into geniuses in their particular lines and became good citizens.

Inspired by her success with children, Miss White devoted years to studying the effects of color upon grown-ups.

"Lack of knowledge of color has inflicted misfortunes almost without number upon the peoples of the present generation," she said.

"Red I brand as the worst scapegoat of the spectrum—a color without a conscience, a troublesome, quarrelsome color that takes a fiendish delight in sounding notes of discord in humanity.

"Red has wrought ruin and wreckage down the centuries since the day of red-headed Helen of Troy and that other beautiful Vampire of the Ancients—Cleopatra. Red is a home breaker, an instigator of controversies, an unbalancer of judgment and a breeder of strife. Brides should shun all shades of red as they would a pestilence. Some of the most wonderful creations of the millinery art—hats with crimson trimmings—have blazed a path to the divorce court.

"Any thoughtless young husband can implant the poison of dissension in his home by merely wearing a scarlet necktie. I can prove that red wallpaper, red rugs and carpets and red tapestries have kept whole families and entire neighborhoods in a constant turmoil of strife. Red has been convicted of a million crimes since the beginning of the world and should be outlawed by society.

"On the other hand, yellow, violet and green are friends of the human family—colors that have brought joy and happiness, colors that have helped to mould love and confidence and to stimulate thousands to successful careers.

"Color was a therapeutic science amnog the early Egyptians. Green and yellow predominate in the old Egyptian temples.

"Brides and prospective brides will be interested in the experience of a friend of mine. She had been married about a year and she and her husband were very happy. Then one day Jane came into my studio and said to me:

"'Oh, dear, I don't know what has come over Frank. He has developed such an ugly disposition. Really, he isn't the same man I married a year ago. He finds fault with my cooking, and last night—oh—he—he—swore at me and said he must have been a fool to marry me!'

"'How long have you been wearing that hat, Jane?' I asked.

"'Oh, about a month.'

"'And when did you begin to notice this change in Frank?'

"'Why,' replied Jane, after a minute of thought, 'I guess it was about a month ago, too.'

"'I thought so. Give me that hat.'

"Open-mouthed and wide-eyed, Jane watched me as I removed two red feathers, a large, red rose and some expensive red ribbon from the hat.

"'Oh, you mean thing!' she expostulated as she surveyed the ruin. 'You have spoiled my hat.'

"'Spoiled nothing,' I replied, brutally. 'I am saving you from domestic shipwreck. That's what I'm doing. Young woman, just so long as you have a husband tagging around your apron strings don't ever dare to wear anything red again. And don't you dare to have any red furnishings or decorations in your house. Mind me, young woman, and you will be a happy wife.'

"I guess that Jane thought for a while that I had gone insane, but a few weeks later she rushed up to me at a house party and exclaimed, joyfully:

"'Oh, I'm so thankful! It was the hat that made such a brute of Frank. Why, ever since you removed those trimmings he has been as docile as a lamb. Yesterday I went through the house and removed everything with the least bit of red in it to the attic. Our dining-room has a border with red roses, but it is coming off.'

"But the case of Jane is not half so pathetic as that of old Mrs. Blank and her husband. Think of it, this pair had observed their fiftieth wedding anniversary. They had boasted that their fifty years of married life had been one harmonious song. Neither had hardly spoken a cross word to the other during that half century of marital bliss.

"I knew Mrs. Blank very intimately. I was astonished one day when the dear old lady came into my studio in tears.

"'Do you know,' she said, 'an awful change has come over John. Oh, I cannot understand it. For more than a week he has acted dreadfully toward me, has found fault with everything I did, has complained about the food, the house and other things. He has never been so before during all our married life. I cannot think what has come over him; perhaps his mind has become affected.'

"I questioned her closely and finally learned that about a week previous a son had presented them with a new art square for their bedroom. It was an Oriental pattern, woven in fiery red. I instructed her to place the gift in the attic, where neither herself or her husband could see it. She followed my instructions, and dissension ceased in that household.

Cleopatra and Helen of Troy were both red haired, according to tradition. This made them, Miss White thinks, the centres of historic violence that they were.

"Next to red purple is the most unfriendly color of the spectrum. In China, in the eighteenth century, malefactors were punished by being confined in rooms decorated in purple. The melancholly effect of this drab color frequently drove them to suicide. Purple chills the blood and fills the heart with despair.

"Violet is one of the greatest color friends of the human race. I have experimented with violet on incorrigible children with great success. I remember one case, particularly, that of a tough young street gamin of the Italian quarter. This boy seemed a natural born thief, and he had rounded out a career of juvenile crime by shooting and seriously wounding a policeman.

"I took this boy in charge, and had him come to my studio three times every week. I had him sit in a little alcove which was surrounded with hangings of rare shades of violet. I gave him violet paints and allowed him to paint to his heart's content.

"The first hour he was in my studio he filched my pocketbook and stole a gold watch. But before another hour had passed the influence of violet had got in its work and he returned both the pocketbook and the watch.

"Within a month's time this boy was a changed individual, and his parents were astonished and delighted. The friendly colors in the spectrum had sounded the moral chords of his little being and filled his soul with harmony. That was eighteen years ago. The former gamin of the streets is today one of the rising young artists of America. That is what understanding of color psychology did for one poor, warped little soul out of tune with the world. My success with this boy caused me to organize a free color class for children, and I saw the friendly colors of the spectrum bring about wonderful changes in the lives of the students of this class. These friendly colors flooded their lives with harmony and moulded their characters along idealistic lines."

Diagrammatic representation of a sunbeam divided into its component parts. What we know as colors are the only part actually visible to our eyes. Below is a micro-photograph of the retina of the eye.

Garden Gowns and Parasols

By Lady Duff-Gordon

A Novel and Beautiful Parasol that Harmonizes with the Costume

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week this fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon *("Lucile")*

THAT woman foregoes much who neglects or denies herself parasols.

When the sun is high in the heavens and the Spring is melting to Summer a parasol is the last note in elegance in a costume. It is the costume's imperative complement. In the months of May, June, July and August I regard it as essential to the costume, as necessary as shoes and more necessary than hats.

But in no respect is a woman's taste more keenly tried than in the choice of parasols. They must harmonize with the gown, the hat, the occasion and the wearer. For the ornate costume and the ostentatious occasion a magnificent parasol. But its magnificence must not cast into shadow the personality of the wearer, as a diamond tiara or necklace cruelly causes to fade the beauty of a passe wearer. The parasol must be in keeping with the hour, the character of the costume, the type of the wearer, and must form a complete harmony with hats and shoes.

The woman of taste and forethought will not wear a white linen parasol with black boots, unless the costume be a combination of black and white. And unless her eyes are brilliant enough, her complexion fresh enough to bear the whiteness of the background when the parasol is open.

A black parasol is sombre unless it is designed to be the dominant note of the costume or to subdue the brilliance of an otherwise garish effect. A woman of excellent taste wears with a gown of sea green silk a black hat, black boots and a black parasol.

Examples of the new parasols and the costumes and wearers for whom they are appropriate are shown on this page. The black parasol blends with the hat crown and the handbag in a charming effect of black and white. Note the disk-like design in white of the parasol, which is repeated in the decoration of the handbag. This parasol is not only a thing of beauty in itself, but it is chosen with an exquisite sense of balancing a costume.

For a companion and accessory in charm of the white linen suit with lingerie coat that is reproduced on this page you see that a white silk parasol is carried. Not a soft, lace-trimmed sunshade, but one of severe lines, appropriate to the costume.

In the other picture we see smart morning apparel, completed by the kind of parasol that forms harmony with the wearer and what is worn. The skirt is of foulard, the revival of which is being welcomed. The parasol is of blue silk, with a border of blue and white stripes.

This Parasol Is in Excellent Taste for the Wearer and the Occasion

...ary Summer Attire of Which the White Silk Sunshade Is the Complement

SHANGHAI, SUNDAY, JUNE 10, 1917

Wonderful Record of The King 'Eight'

In October, 1914, after several years of building successful "Fours," the King Motor Car Company announced the world's first popular-priced eight-cylinder automobile—and the second American car of that engine type. Today there are more eight-cylinder Kings in operation the world over than any other "Eight" save one.

Throughout America, and in fifty-two foreign lands, in every climate and over all kinds of roads, this pioneer "Eight" is giving that complete satisfaction which makes every owner a King salesman. The company has in England alone 270 Kings in private service—and American automobiles have been barred from that market since March 1916.

The United States Marine Corps after a long series of rigid official tests adopted the standard King chassis for armored car use. The remarkable power and stability shown by the King in these tests attracted the attention of the War Department, and recently the United States Government specified the King chassis for some of its latest war machines.

Just as the King was first in America with cantilever springs, en bloc motor, center control, left-side drive—and in all these leads was followed by practically the entire industry—so has the popular priced "Eight" launched by the King, been the leader of many worthy competitors. But its years' advance over all competition has been more than maintained both mechanically and in coach work.

Last year gave many triumphs to the King Eight, all made with stock cars. 10,850 miles without stopping the motor was the great official A. A. A. record. 987 miles from Los Angeles to Los Angeles via San Francisco sealed in high gear; the climbing of tortuous Mt. Wilson in the same manner, a 1700 mile high gear trip through the length of California, and the spectacular dash up Mt. Diablo, winning the Tribune High Gear Trophy, are four Pacific Coast feats. 544 miles sealed in "high" was a New York exploit. The first high gear ascent of Lookout Mountain was made by a woman driver in a King Eight, and the volcano at Hilo, Hawaiian Islands, was also topped by this car in "high." An official A. A. A. economy test from Pittsburgh to Milwaukee, under actual touring conditions, brought further honors to the King. To these records ten other notable achievements have been added to prove the King's "Road Mastery."

The many advantages of the eight-cylinder type of motor are now too well known to require lengthy exposition. The "Eight" has four power impulses per revolution; the Six, three; and the Four, two. The continuous flow of overlapping power pulsations results in a flexibility which practically does away with gear-shifting. Quick "get-away," hills on "high," from a creep to a racing speed without touching the gear lever; freedom from vibration; silence, economy in fuel, oil and tires because of light weight; compact motor meaning long body room; and engine accessibility—these are the principal reasons for King Eight success.

For demonstrations, and further particulars, apply to the Exclusive Representatives for China, Messrs. Arkell and Douglas, Inc., 36 Canton Road.

WHEN THE JOB IS DONE

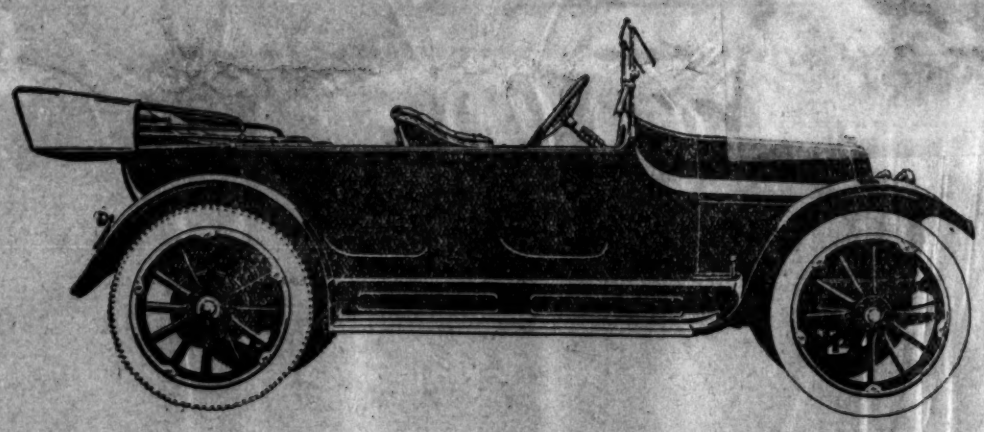
It is impossible to keep the hands clean when making repairs on the machine. A simple and economical way in which to cleanse them is as follows: Mix a small quantity of sawdust and lubricating oil together and rub thoroughly into the pores of the skin. The oil should then be removed by wiping the hands with a cloth which has been saturated with a little gasoline or kerosene. This should be followed by the ordinary wash with soap and water. It is poor practice to remove the dirt from the hands by bathing them in gasoline, as this will cause some of the matter to become deeply imbedded in the skin

A Special Offer!

Overland TRADE MARK REG.

MODEL 75 B

Tls. 1,350



The Car with a Reputation

The Overland is a light powerful, economical car that offers you every worth-while advantage found in the highest-priced cars. Although offered at this low price, a complete equipment is included. Some of the features of the car comprise —

AMPLE POWER FOR ANY PURPOSE.

WELL FINISHED STREAM-LINE BODY.

SPEED AVERAGES 18 TO 24 MILES PER HOUR PER GALLON OF PETROL.

LUXURIOUS UPHOLSTERY, WITH DEEP, SOFT AND ROOMY SEATS.

SHOCK-ABSORBING, CANTILEVER-TYPE SPRINGS

FOUR-INCH TYRES.

The equipment also includes Auto-Lite electric starting and lighting system; Tillotson carburetor, magnetic speedometer, one-man hood, demountable rims, and other accessories.

Compare this car with others selling at its price!

Why not ask us to demonstrate it for you? There will be no obligation to buy.

The Central Garage Co., Ltd.

Sole Agents, 2a Jinkee Road, Shanghai.

'PHONES:

3809, Hire Dept. 3807, Repairs. 2661, Office

Deserts And Floods But The Ford Goes Through

Traveling over the sands of New Mexico in the wake of an August rain loses something of the romantic. The poetic sensations usually aroused by the natural grandeur of the scenery give way to a need for deepest concentration in selecting a route which shall be fairly passable.

J. K. Grimm, of Lancaster, Pa., tells the following story of a sixteen-mile jaunt in a Ford car after one of the infrequent rain storms. Mr. Grimm has for a number of years conducted "Travel for Education" tours through the picturesque regions of the Southwest, and the trip described here was from Laguna, in the Pueblo Indian country, New Mexico, to Acoma, a great mesa, some 350 feet in height, which was formerly the home of ancient, pueblo dwellers, and as Mr. Grimm says, "the ancient ancestor of apartment houses," the adobe houses being built one above another to a height of three or four stories.

"From Laguna to Acoma was a mere sixteen miles. Rain had fallen in Laguna, and the divide, one hundred miles to the east, had received an excessive downpour the previous evening. Such news was commonplace to the 'tenderfeet' in our party, but to those familiar with the region, it represented difficulties and dangers for any who ventured abroad in common vehicles. At such times, roadbeds are frequently converted into canyons over night.

"On this particular morning, our party of forty eager tourists arrived in the town of Laguna, and found plenty of conveyances on hand, ready to haul visitors to the principal points of interest. Though the drivers knew the condition of the roads, commercial instincts overruled any misgivings as to possible difficulties.

"Having arranged with the driver of a Ford touring car, I stayed behind for a short time to provide a noon lunch. When we were ready to leave, the rest of the party in horsedrawn conveyances were already out of sight, gone sightseeing toward Acoma.

"It was not long before we were made aware of the cloggy, heavy consistency of the wet sand. The only road was of the chauffeur's choosing. Sometimes he guessed correctly—and sometimes he did not. The first barrier was the bed of a temporary stream. Although wide, the water at that time was shallow and the Ford plunged through without hesitation.

"A few miles farther, we again came to the same stream in its meanderings across the desert, but here it was swelled to double volume by the rainfall from the divide. We decided to test the depth of the water, which was done by making an improvised raft from grease wood. Finding the water not too deep, and the bed of the stream reasonably firm, we gave the Ford the gas and over we went to the other bank.

"Our own present worries being past, we began to wonder what had befallen the members who had gone ahead in buggies. We could see gaping canyons where had once been roads. So swampy was the sand in places, that it was deemed advisable to have one of the party patrol the way, some distance in advance. And then, for a third time, we came to the same river.

"The driver sent the Ford surging sturdily through the flood, but the opposite bank proved an obstacle, being steep and slippery. The passengers alighted, gave a right push, there was a rumble and a snort from the motor, and the trick was done. Only a machine with wire-high unbreakable sinews could have brought us thus far.

"In the distance loomed the Enchanted Mesa, some 400 feet in height, which was once the abode of an Indian tribe. The early history of this tribe is not clear, but it appears to antedate other ancient village by at least 100 years.

"Through the crystal clear atmosphere we could now plainly see the rest of our party snugly nestled in a niche of rocks some two miles ahead, at the gateway to Acoma. While we lunched we reviewed our adventures of the morning. There had been some fears for our safety, and without the Ford, they might have been well-founded. We all had perfect confidence in the little car, and came through without a mishap, owing to the Ford's efficency in fording."

Chevrolet Head Volunteers To Fly

R. C. Durant, vice-president and sales manager of the Chevrolet factory, also vice-president of J. W. Leavitt and Co., has volunteered for service in the aviation branch of the Signal Corps.

"Cliff" Durant is well known throughout motordom as a speed king, as well as a prominent factor in the motor car industry, and when Eddie Rickenbacher began recruiting the speed kings to serve as drivers of fast cars in the aviation branch of the Signal Corps, Durant was one of the five called upon. Durant wired to Washington that he was to be counted upon in case of hostilities. He has dared death many times on the speedway merely for the sport of the thing and was only too glad to offer his services to his country.

Drives Chandler Car Over 94,000 Miles

California Man Covers Big Distance In 13 Months Run, Using 6,000 Gallons Of Gasoline

What is believed to be a world's record for continuous driving of an automobile is one that has just come to notice from Mr. J. A. Van Horn of Los Angeles, Cal.

For thirteen months he has been engaged in the transportation of newspapers from that city to Santa Barbara, operating a Chandler car, and has during that period covered the amazing distance of 94,000 miles—nearly four times the circumference of the earth.

Van Horn loads his car bright and early each morning with papers fresh from the press, and on week days carries a load of half a ton, which on Sundays usually increases to 1,500 pounds. Whenever passengers wish to make the trip the newspapers are hauled in a trailer. The capacity of both car and trailer is taxed to transport the Sunday editions.

In commenting on his wonderful record Mr. Van Horn said: "In driving my car this distance I have never lost a minute because of the car being out of condition. I have put it through the severest possible service. My car has become the talk of owners of other cars all along my route, and my run has been so regular that some people say they can tell the time by my passing.

"I found it advisable to equip the car with oversize tires and have been using Goodyear cords. They have been returning an average of 12,000 miles to the set, which shows that despite having to haul a trailer my car is exceedingly easy on tires.

"My average daily run has been 227 miles and in the thirteen months I have missed only three days. A relief driver handled the car on those days.

"I have used seven sets of tires and have kept an accurate account of gasolene mileage, which shows my average has been fifteen miles to the gallon. To operate 94,000 miles has required more than 6,000 gallons of gasolene, costing more than $1,200."

NEW AUTOMOBILE PUBLICITY

A list of automobiles, both of domestic and foreign make, and showing model, type of body, horse power, and price, has been issued in book form by the New York office of the Commercial Union Insurance Company, Limited, of London. The 1917 edition of "The Rules of the Road," which is published by the B. F. Goodrich Rubber Company and contains the commonly accepted rules for motor car drivers, with a list of cautions to prevent accidents, has been issued.

Chalmers Sets Record

Amateur drivers under thte sanction of the American Automobile Association have established a 24-hour traffic record in Chicago, doing 586.8 miles. A Chalmers seven-passenger touring car was used and in addition to the drivers the car carried L. A. Hillman, the official observer of the American Automobile Association.

In preparing for this remarkable run, which was 228.1 miles better than any previous mark ever made, the first and second gears were removed completely from the car, leaving only the high gear and the reverse.

The entire run was made without stopping the motor, and averaged 13 miles to the gallon of gasoline. The run was confined largely to the business district of the city of Chicago and to the most congested streets.

The best record traffic runs for the 24-hour period are two in number, one by a Vauxhall car in the city of London in 1914, when 251 miles were made, and the other by Douglas Gray in a Chalmers in New York in 1916, when 358.7 miles were made. Neither of those records were official.

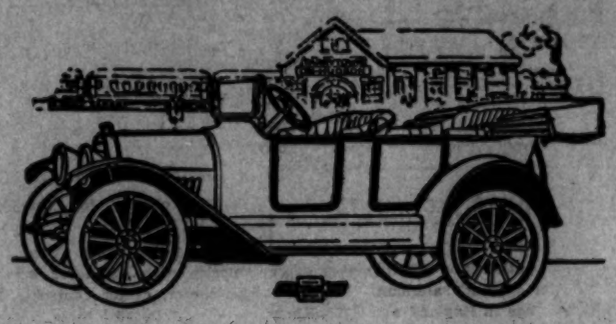
Why The Closed Car Appeals To So Many

"There is no doubt about the enclosed or semi-enclosed car being the best car for all year service," says Harry S. Houpt, president of the Hudson Motor Car Company of New York. "There is a logical reason for this from the standpoint of both utility and distinction.

"In the old days, when traffic was far lighter on the highways than it is today, motorists were even disdainful of the windshield. They donned dust coats, goggles, veils, and braved dust and rain without complaint, because at that time a ride in an automobile was a sporting proposition and every trip was a real adventure.

"As cars have been perfected and have become more commonplace the attitude of motorists has changed, and they demand more comfort and freedom from dust and dirt. They no longer want to don special clothes to protect them and they are finding out that they can achieve this comfort and freedom from this dust annoyance in a closed car.

"The closed car has long been popular in Europe and it is now the accepted type of Americans, who insist that they will ride in comfort when touring. They know that when the weather is hot it is also dusty, and that when it is wet it is generally muddy or cold and disagreeable. With an open car all one can do is to put on a top or another inside of tapping curtains."



Reputation

When you buy an automobile what do you really buy?

Do you only buy the material and labor? Or do you buy what a car stands for in reputation, in achievement, in excellence of rank?

When you buy a car, you believe what the maker says of it You buy material and labor *plus* reputation.

Reputation in motor car building is most important.

Without reputation, your metal, rubber and wood would be merely a highly polished mechanical assembly. With it, you are certain of satisfaction, pleasure, health, and efficient travel.

Chevrolet reputation is founded on complete satisfaction. We could not have grown without it.

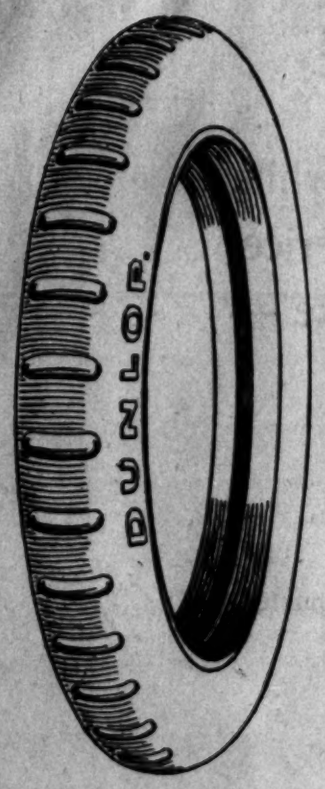
PRICES

TOURING CAR.....Tls. 1325
ROADSTER.....Tls. 1250

THE STAR GARAGE COMPANY
125 Bubbling Well Road
'Phone West 197

Factories: NEW YORK CITY; TARRYTOWN-ON-HUDSON, FLINT, MICH. ST. LOUIS, MO.; OAKLAND, CAL.; OSHAWA, CAN.; FT. WORTH, TEXAS

CHEVROLET



A SPECIALIST'S JOB.

A gun crew consists of picked men, each of whom is specially trained for his particular job. Specialization is the keynote of the Navy's efficiency.

And Specialization also makes for efficiency in manufacture. The success of Dunlop Tyres is due to the fact that specialization is behind every Dunlop Tyre, from the tapping of the rubber tree on the Dunlop plantations and the manufacture of the cotton for casings, right up to the last operation, which produces the completed and perfect tyre.

DUNLOP
RUBBER COMPANY, LIMITED
Founders throughout the world of the pneumatic tyre industry
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"CHANDLER"

The Best Six-Cylinder Car in the World Regardless of Price.

The dominant feature of the Chandler-Six is its motor. But it is not simply a motor with a car built around it.

The point that impresses buyers is the complete harmony of every detail of construction—the perfect unity of the whole car. The fine motor is matched by an equally fine chassis.

The axles, the frame, the springs, the transmission, the stearing gear and the other important details of construction yield to no suggestion for betterment. The body in quality, design and finish is a supremely fine body. The magneto, the upholstery, the top, the wind shield, are all selected on the basis of quality, and not simply by quality of a part, but the quality of the whole.

All the latest features in automobile construction.

SEVEN-PASSENGER TOURING CAR

SOLE AGENTS:

THE STAR GARAGE CO.,
125, Bubbling Well Road
For demonstrations, 'phone West 197

Packards For Officials On Uncle Sam's Expensive Islands

The price of islands is going up. Only a short time ago Uncle Sam, the well-known international operator in real estate, handed over $25,000,000 to Denmark for he Danish West Indies, or, as he promptly renamed them, the Virgin islands, a dozen or so mere specks in the blue Caribbean. Yet he paid only $20,000,000 for the Philippines, a whole archipelago, in which the latest acquisition would be lost.

On the whole, however, Uncle Sam has fared pretty well in his land deals. Hawaii didn't cost a cent. Neither did Guam. Porto Rico was just as inexpensive. Alaska with its enormous mineral wealth cost Uncle Sam only $7,500,000, and Russia tossed in the Aleutian and Pribiloff islands, rich sealing and fishing grounds.

The military importance of the Virgin islands—directly off the Panama canal—enhanced their value to the United States, and as soon as the treasury warrant was handed over, Uncle Sam moved right in. The United States Marine corps arrived immediately, with the constitution, the flag, and two Packard trucks. One of the trucks is of one ton capacity and the other of one and one-half tons.

Also a Packard Twin-Six touring car was ordered for the use of government headquarters in the new possessions. While sentiment of course had nothing to do with the selection of Packards for the government's work in the islands, the Packard company nevertheless is highly pleased that Uncle Sam chose Packards as a typical American product worthy to escort the flag.

A shortage of high class motor cars may be a real condition before the spring touring season gets fairly under way. Owing to the diversion of manufacturing facilities to the government's uses production of motor carriages of the higher grades may fall considerably below normal, and leave an already brisk market decidedly short of supply.

The possibility was discussed at the April meeting of the Packard carriage sales board at the factory last Monday and Tuesday. The board, which is made up of the sales managers of the principal points in the Packard organisation, reported that the stock of cars which the factory will be able to furnish this spring is more than half sold out in advance.

The highest sales record made in a single day in the Packard's history was registered on April 11, five days after the declaration of war. Sales have been steady and strong ever since, and every indication reported by the sales managers is that the demand soon will outrun supply.

Additional impetus to selling has resulted from the Packard's organisation-building contest, known as the Lincoln Highway Sweepstakes. On April 10, the salesmen entered in the race began a competition for tickets on the Packard Business Congress cruise, to be held on the Great Lakes June 18 to 21. The twenty-five leading salesmen of the 600 motor carriage salesmen in the Packard organisation will be the company's guests on the cruise. This combined outing and convention is just one feature of one of the most striking contests ever staged in the automobile industry.

Overland's Big Sales

The Willys-Overland Company reports that during January, February and March of this year it shipped 44,407 automobiles, having a retail value of approximately $38,000,000.

Drive-aways during these three months broke all precedent, totalling 4,103 during the months of the year when road travel is at its very worst. On the last four days in March 900 cars were driven away; St. Louis setting the record for long distance travel, the distributor in that city driving away fifty-one cars a distance of 570 miles.

Maxwell Contest

Upward of 2,000 Maxwell distributers and dealers were scheduled this month to carry out in every State in the Union and throughout Canada a wholesale demonstration of the Maxwell's ability to stretch its fuel into the greatest known mixture of gasoline and motor car distance.

Five thousand dollars in cash prizes is to be given away among the dealers, it is made known, together with an award of the National Maxwell Economy Championship Cup. The cup is to be the trophy of the dealer who attains the highest mileage to be recorded in the event and with it he will also capture a substantial award in gold.

Owners' cars are to be used entirely, the rules providing that each dealer entering agrees to arrange for the use of two Maxwell five-passenger touring cars now in owner service. These he will borrow for the day. In each car there must be, according to the rules, four full-grown passengers, the driver and three official observers. In each town and city the two cars will make the run together, each carrying its observers, who thus will check not only their own mount, but the other as well.

Results will be unofficial, it is stated, if the dealer participant fails to arrange for his observers to be either newspaper men, motor club or board of commerce representatives or well-known public officials.

Two one-gallon gasoline cans are to be provided each dealer participating. These will attach to the windshield. Instructions point out that the records will be disqualified unless the gasoline used is measured into the can on each of the two cars by one or more of the official observers arranged for.

In each instance the report of the dealer and his observers as forwarded to the general offices in Detroit, must bear the affidavit of the three observers. Otherwise it will not be accepted as official by the Maxwell Company.

Prizes are to be given under five dealer classifications. The top award in each classification is $200 in gold, with a second prize of $150 in gold. The third, fourth and fifth prizes will be $100 in gold each. Then follow two $75 and three $50 awards, making ten in all for each of the five groups.

Since announcement of the prize offer, the return of the company's official entry blanks has been such as to indicate the demonstration will be almost unanimous among the thousands of Maxwell representatives. It already has been made certain that the event will outstrip any similar undertaking in the history of the industry.

U. S. Tire Co. Run

That capital run which George A. Ellis, State Commissioner of the Motorcycle Federation, had planned for June 10 over a route between Yonkers and Albany and return on both sides of the Hudson River is not going to be known as the capital run after all. Having joined the United States Tire staff Ellis has decided to re-name the run after the famous tread of the United States Tire line.

The Usco run will not be an endurance affair as first announced. Ellis has concluded that sociability is what is wanted, and has decided to eliminate the competition and make it a pleasure ride pure and simple. The proceeds of the run will be donated to the American Red Cross Society.

The ROAMER
America's Smartest Car

ON tour the ROAMER gives a generous 18 or 20 miles on a gallon of gas. In ordinary metropolitan running 14 to 16 miles may be expected, and the consumption of oil is almost incredibly economical.

Arriving "Monteagle"

You may rightly assume that The ROAMER is a splendid car mechanically—quite as distinctive mechanically as it is from the standpoint of design.

H. S. HONIGSBERG & Co., Inc.

Tel. West 1234.

FISK TIRES

EMPHATICALLY THE BEST TYRE PROPOSITION ON THE MARKET

Fisk established quality at Fisk low prices offer car owners for the first time an absolutely sure way to cut tyre costs

FRESH STOCK: ALL SIZES

We carry a complete stock of Fisk tyres and tubes in all Standard Styles and Sizes.

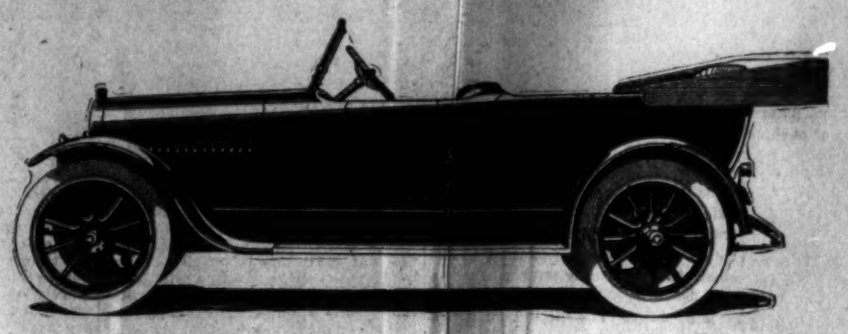
NOTE THESE NON-SKID CASING PRICES

880 x 120	red top	Tls.	46.55	37 x 5	Tls.	53.85
	non-skid	„	43.60	36 x 4½	„	47.00
	plain	„	41.00	—	„	—
820 x 120	red top	Tls.	42.40	34 x 4	Tls.	44.60
	non-skid	„	40.15	„	„	39.75
	plain	„	48.10	„	„	37.50
875 x 105	red top	Tls.	40.25	33 x 4	Tls.	42.50
	non-skid	„	37.85	„	„	37.35
	plain	„	35.00	„	„	35.60
815 x 105	red top	Tls.	39.00	32 x 3½	Tls.	41.75
	non-skid	„	36.10	„	„	40.15
	plain	„	33.20	—	„	—
760 x 90	red top	Tls.	27.80	30 x 3½	„	20.75
	non-skid	„	25.25	„	„	19.60
	plain	„	21.70	—	„	—
red top	30 x 3	Tls.	17.60	red top 28 x 3	Tls.	15.80
non-skid	„	„	16.50	non-skid „	„	14.75
plain	„	„	14.90			

SOLE AGENTS:

THE STAR GARAGE CO.

125 Bubbling Well Road. Telephone West 197



Suppose All Could Use the HUDSON SUPER-SIX

Would Other Types Remain?

In the present conflict of types—Fours, Sixes and V-Types—it is well to consider what would happen if the Super-Six were free. Our patents confine it to the Hudson.

As it is now, numerous one-car makers advocate other types. And tell you reasons for it.

Some still cling to Fours. Some urge Eights and Twelves. But the weight of opinion favors the small-bore Six.

What would come of this conflict—think you—were the Super-Six not patented.

These Are the Facts

The Super-Six last year won all the worth-while records. In a hundred hard-fought contests, against all types, it proved itself supreme.

As for the Light Six, in our final perfection, the Super-Six invention increased its efficiency by 80 per cent.

As for Eights and Twelves, our experience with motors of that type which we built made them seem to us, unnecessary.

And the Super-Six has made the Hudson the largest-selling front-rank car. Last year it outsold any car with a price above $1,100 gold

The Vital Supremacy

One may say, "I don't care for speed or great reserve power, or a marvelous hill-climber."

Then why added cylinders, or extra valves, or anything else to that end?

You do want superlative capacity, whether you use it or not. You certainly want it when it means no added size or cost. When it means simply ended friction.

That's the great point. The Super-Six motor is small and light and simple. We have not aimed at excessive speed or power. We have simply minimized friction.

We have done—but done better—what every engineer has been aiming at for years. And for the same result—more speed and power, without added comp[illegible]. Also multiplied endurance.

Endurance was the chief aim. It is friction that causes wear. We have so reduced it that we attain what is proved the greatest motor in the world. And certainly you want it.

What One Year Did

Mark how the Super-Six, in one year, sprang to the pinnacle place. There are now 30,000 running. This year brings nothing to rival it. So it is bound to gain multiplied prestige.

This year's bodies also give to Hudson leadership in style. The ablest artists and craftsmen gave their best to these models. Each is a study in motor car luxury. Each is a pattern type.

This year we add a great gasoline saver—shutters on the radiator—which by controlling the heat of the motor in part overcomes the disadvantage of the constantly falling quality of gasoline. We add a pneumatic engine primer. We add plaited upholstery.

Our patented carburetor—on Hudson alone—is self-adjusting to every engine speed.

So Hudson supremacy does not lie in the Super-Six motor only.

When you buy a fine car—a car to keep—you are bound to want the Hudson. You want the car which outperforms and outshines other cars. If you want such a car this summer, we urge a prompt decision. Last year many buyers waited months for delivery.

HUDSON SUPER SIX

Hudson Motor Car Company, Detroit, Michigan

1917 Models in Stock

Arrange Now for Demonstration.

MARKT & CO. (Shanghai), LTD.

Sole Agents for China

89-91 Rue Montauban Phone 322

Watch Your Motor

The motor, otherwise known as the power plant, cannot receive too much attention from the owner or driver, says a service expert. Such parts as valves, rings, bearings and pistons should be looked at at regular intervals. To obtain the best results from a motor the valves should seat properly, and be properly timed. The push rods should work free and easy and should not stick or work hard. When a new noise or click has developed it should be traced and repaired or adjusted at once. Valves should be ground about every 5,000 miles. Of course, this is not absolutely necessary but to obtain best results the valves and piston heads must be free from all carbon. There are several different kinds of carbon remover which work fairly well, but the proper way is to grind the valves in and scrape the carbon out. All connecting rods should be tight and bear on all surfaces.

If an owner is driving his own car it is advisable to take it to the agent and let him try it out, every so often as he is more likely to find just what should be done to the car. In the hands of one person in every day use the car may grow loggy and develop a few rattles which the driver will not notice but by letting another man try it out he will notice it at once.

Great care should be taken as to the proper grade of oil. Warm climates require a heavier grade oil as it thins out when the motor becomes hot. By this I mean that a medium grade oil in a cold climate will act like a light oil in a hot climate. If the oil is too light it will work up through and past the piston rings causing carbon and dirty spark plugs.

The life of a motor car depends entirely upon its care. A little attention each day will prolong its life and make it good for many thousands of miles.

Dodge Co. Subjects All Iron to Rigid Test

Among the numerous machines devised for the express purpose of protecting the motor car owner against defective materials or workmanship is the transverse testing machine used in the physical laboratories of Dodge Brothers Works in Detroit. It differs from the ordinary testing device in that it checks up both on the quality of work done in the foundries and on the quality of the material.

Sample bars of cast iron and aluminum are taken from every "heat" and subjected to a thorough examination under this machine, which obtains its name from the fact that it records the transverse strength of the bar under test. A delicate needle tells the laboratory man exactly what resistance the bar is capable of giving while under pressure. Although the hardness, depth of chill and amount of shrinkage on cast iron are also determined, this does not complete the tests as the bars are then analised in the chemical laboratories.

This method of checking up is typical of the countless quality tests that go with the making of Dodge Brothers Motor Car.

Should Inspect Tires Weekly

"Perhaps the largest item of expense the motorist must meet is tires and they should receive more than ordinary care and attention, especially during touring time, when they require weekly inspection," states a Firestone distributing expert.

"If any small cuts less than three quarters of an inch long are discovered in the tread, they should be plugged with plastic rubber, but if they are deep or longer it will be more economical to have them vulcanised. It is not the tread cut itself that is so dangerous, but the trouble that arises on its account. A tread cut allows water and dirt to enter, usually forming small lumps which work deeper and deeper into the rubber, finally reaching the fabric. When this is done, water may enter, which has a tendency to rot the fabric, and if it should begin to rot at one point that spot becomes weak and a slight bruise may cause a blowout. Thus, a weekly inspection of the tires with a view of repairing all tread cuts will result in more tire mileage, while the cost of plugging or vulcanising is not usually one third that of the cost of the lost tire service. Furthermore, it is imperative that drivers take particular pains with the braking system of the car because at this time of the year, when touring is at its height, nothing is more essential than a good set of brakes that are capable of holding on a steep grade. To make certain of no trouble brakes should be relined each season and a careful inspection made whenever a long run is to be made, in much the same manner as an engineer sees to it that the brakes on the train work properly, thus safeguarding against accidents, besides adding zest and enjoyment to the trip."

Tractor Device Proves Efficient

Attachment For Fords Will Help Solve The Farm Labor Problem

In the face of one of the most critical farm conditions ever known in the history of the country—with the entire world looking to the American farmers for food—and with farmers confronted with a shortage of farm labor such as they have never before known—the Smith Form-a-Tractor Company has come to the front with one of the most remarkable tractor attachments ever designed for Ford cars.

A noteworthy feature of this attachment is its unusual simplicity. It consists merely of a channel section frame which attaches to the Ford front axle, extends under the Ford chassis beyond the Ford rear axle and is connected with a dead tractor axle made of two-inch cold rolled steel which is designed to receive two unusually sturdy tractor wheels.

The entire attachment can be made in fifteen minutes without boring a hole or changing the mechanical construction of the car in any way. All that is necessary is to remove the Ford rear wheels, replace them with driving pinions designed with a keyway to fit into the key of the Ford axle. This driving pinion fits over the brake band and the frake drums, retaining all the braking features of the Ford car. Six rollers designed of tough chrome steel are fitted on this driving pinion.

The tractor wheels are ten inches wide, to afford exceptional traction in soft ground. An 11 to 1 gear reduction is effected.

Exhaustive tests made with the tractor show that it will pull two 14-inch plough bottoms in gangs at a rate of two and one-half miles an hour with the plough set seven inches deep in virgin sod. This is approximately 75 per cent. faster than the ploughing speed of horses.

The tractor can be used twenty-four hours a day instead of ten hours a day, which is the average working time of horses, and it can easily be seen that a single machine is over three times as efficient as four horses in its working capacity. Unlike the many complicated tractors now being used on farms, it requires no special knowledge for its operation. Anybody who can run a Ford can easily run Smith Form-a-Tractor.

Footbrake And Clutch Need Regular Attention

Great care should be taken as to the proper adjustment of both foot brake and emergency brake. At no time should they be allowed to drag and yet should be tight enough to take hold with very little pressure. Should the brake bands become dry a small quantity of graphite placed on the lining will do away with all grabbing and locking.

Brakes should be equalised, both taking hold at the same time, thus avoiding one wheel locking, causing the tire to slide, naturally wearing the tire in one spot.

It is very important to keep one's foot off the clutch pedal. The least pressure whatsoever on the clutch pedal will cause considerable wear on the thrust bearing and ball race which, in time, will have to be replaced by new ones. Years ago, when the clutch pedal was so hard to operate, the pressure of one's foot did not matter, but on the car of today this resting position should be avoided. If a car does not throttle down slow enough in the conjested traffic change gears, this is why gears are placed on the car.

A great majority of people think that because their car has a cone clutch it does not hurt to "slip it" when driving slow. This is true only to the facing alone, but as I have said before, it does great damage to the parts unknown to the average driver. A good driver will do more "breaking" with his engine than on his brakes, both on the long hills and in town traffic. Brake lining should last from 5 to 15,000 miles, and best results will be obtained if this rule is followed out.

New Record on U.S. Tires

Equipped in the rear with United States 36 by 4½ "royal cord" treads, "plain" treads in front, the Cadillac model 55 demonstrator, belonging to the Chattanooga Automobile Company, recently broke all former time records between Chattanooga and Atlanta and Macon, doing 441½ miles in 13 hours and 35 minutes, thereby beating the best previous round road trip by four hours and eight minutes.

It is most interesting to note that the part of the journey between Chattanooga and Atlanta was covered in 3 hours and 35 minutes, thus beating the record of the famous "Dixie flier" by eight minutes.

Ernest Holmes, who drove the car said that he was able to turn corners at forty miles an hour without even fear of skidding.

Seek 1,700,00 Fords For Machine Gun Gorps

Scheme To Mobilise Car Owners To Combat Possible Invasions

Henry Ford's flivver submarine may still be a thing of the future, but in case of a German invasion his land product will be made to serve as martial a purpose as possible. Plans were set on foot yesterday to organise a substantial proportion of the 1,700,000 Ford owners in this country into a Ford Automobile Machine Gun Corps, each car to carry a machine gun.

The National Ford Owners Club, 1,777 Broadway, fathers the scheme, and began yesterday to register and enroll owners of Ford cars who will donate their services and the use of their cars to the national service. Robert C. Morris of Louisville, Ky., originated the idea and the first to volunteer was Maurice Dimond, president of the club.

The motor cars will not be unavailable to their owners pending the time of their use. The guns will not be fastened to the cars but will merely be placed in them for rapid transportation to places where they are needed. They will be set up on the ground.

Lieut. Osman, aid to Major-Gen. Wood, has informed the club he is unable just now to assign an officer to drill the contingent, but the club officials are sure that as soon as enough Ford owners have been enrolled to make the organisation important the officer readily will be obtained. The guns have not yet been obtained either, but this is another detail that Mr. Morris believes the Government or wealthy individuals will quickly care for.

There are 100,000 Ford cars in the metropolitan district.

What a Good Car Should Do

A good automobile should be able to do the following things, according to the head of the engineering department of one of the large motor car manufacturers:

To run steadily and pleasingly on high gear at speeds from five to 30 miles an hour over smooth roads.

To carry them over the rougher roads as fast as they can ride with any degree of comfort.

To pull through deep sand, mud or ice with easily and without overheating.

To climb any ordinary hill where there are raveled roads on high.

To get away from a sandstill about as quickly as their neighbors' cars.

To do all these things as cheaply as possible, and without skilled care and constant attention.

Some Timely Tire Hints

Manager J. W. Hobbs of the Lee Tire Sales Company, Inc., has prepared a list of spring suggestions for tire users. Some of them follow:

Before you finish tuning up your car for the coming season take your casings off and examine the rims. If they are rusty don't fail to scrape and paint them.

And don't put the casings back until you have made sure that the rims are absolutely true and free from dents. Sprinkle soapstone into the casings before replacing the tubes.

If the rear tires are worn get a new pair for the rear and let the old casings spend their declining days on the front wheels, where the service is easier. You will be money in pocket by so doing.

Test the alignment of your axles. The easiest way is to measure between the fellows of the wheels or the edges of the rims at the point directly in front of the axle. If this measurement differs from the same measurement taken on the opposite side of the wheels it shows the axles are out of alignment. Correct this defect immediately or expect big tire bills.

Buy a good pressure gauge and register a solemn vow to use it frequently and regularly throughout the season.

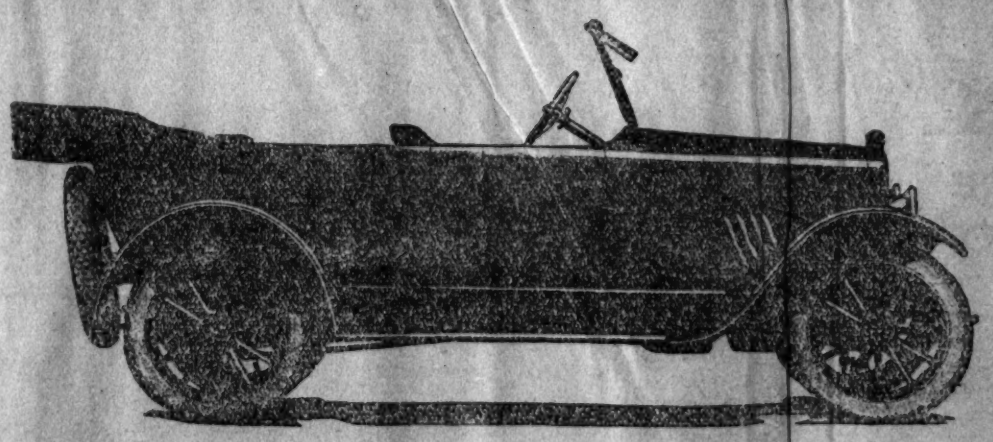
If you add new accessories this spring be sure they do not bring the weight of your car above the weight your tires are designed to carry. If you are in doubt about this matter be on the safe side and buy the large size tires which are made for your present rim equipment. They cost a little more to buy but considerably less to use.

Did You Do 'Em All?

Here are 17 excellent hints for the motorist who wishes to put his car in order for the Season:

1. Remove carbon from engine.
2. Grind valves.
3. Clean gasoline line.
4. Flush out crank case.
5. Adjust valves.
6. Care for clutch.
7. Clean and oil gear set.
8. Clean and oil universals.
9. Clean and oil differential.
10. Adjust bearings.
11. Adjust brakes.
12. Care for tires.
13. Renovate chassis.
14. Clean and polish body.
15. Touch up exposed metal.
16. Care for top.
17. Care for curtains.

BRISCOE



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Consistency

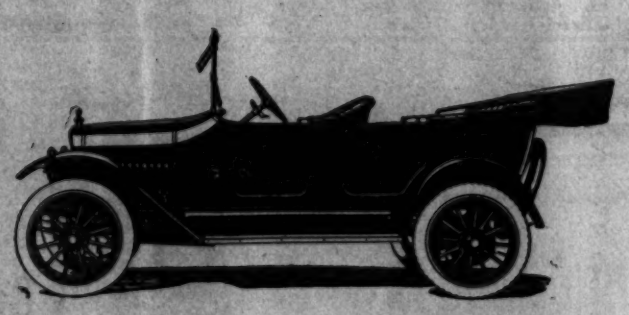
YOU want a motor car that will serve you consistently. You wan to know that your car can be relied upon day in and day out. You want high mileage per gallon of gasoline and freedom from repairs and re-adjustments. And you want these things, not occasionally, but continuously—day after day.

On these qualities the Maxwell has made good. It has proved its worth. When the Maxwell stock touring car set the World's Motor Non-Stop Mileage Record a short time ago it travelled for 44 consecutive days and nights, and its performance was consistent.

It went about 500 miles each and every day. It went within a small fraction of 22 miles to every gallon of gasoline. It went the whole distance of 22,000 miles—probably further than you would travel in two years—without any repairs or re-adjustments. Every one of eight tyres (two sets) went just about 9,800 miles, and the others finished in good shape. For consistency and reliability this record far excels anything ever heard of.

When you get your Maxwell, you can be sure it will give you economical service—probably far more economical than these figures indicate. But to be sure that you can get your Maxwell, ***ORDER NOW.***

The last shipment was sold out within a few days. Another shipment will arrive soon.



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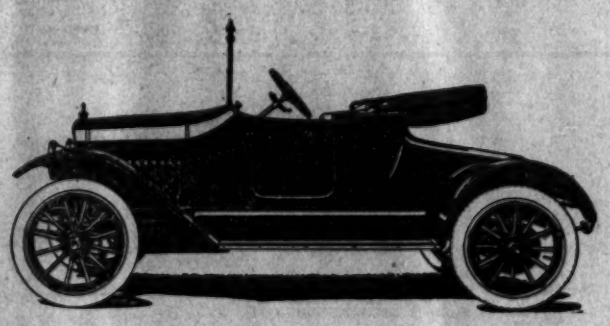

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Useful Gasolene Test

"The careful motorist is just as anxious to buy the best gasolene for his car as he is to see that he has the proper pressure in his tires," says Frank G. Corrie, manager of the Marmon New York Company. But most motorists probably have used some so-called 'high test or '72 gravity' or some other gasolene with a fancy name without obtaining any improvement either in easy starting, economy or freedom from carbon. The result is that many have concluded all gasolenes are about equally good—or bad.

"There is no question that some grades of gasolene are superior to others, but none of the common properties of appearance, odor or even weight are conclusive tests of merit. When gasolene was of uniform grade the weights of equal units or volume represented a fairly accurate check on relative qualities. A '60 degree' gasolene might be either a pure, equal distillation, excellent for motor car fuel, or it might be a combination of 80 degree gasolene with 40 degree kerosene in equal parts by weight.

"The real test is to determine the lowest temperature at which the fluid will boil, the percentage that boils away at different temperatures as the heat increases, and finally the temperature at which the fluid is all boiled away. A gasolene that boils at from 100 degrees (Fahrenheit) to 150 degrees, and boils away entirely at from 350 to 375 degrees, makes an excellent motor car fuel."

Chandlers Never Race But Cars Make Good

'As in the highest priced, high-grade cars, Chandler uses the light-running, annular ball bearings in transmission, differential and rear wheels; full floating rear axle with silent spiral bevel differential; two unit starting and lighting systems and many other features of proven excellence.

"Through four years of conscientious manufacturing effort backed up by a previous experience of many years in the building of high-priced sixes, the exclusive Chandler motor has been developed and refined to a point approximating perfection. It is a fact-motor, not a claim-motor."

The Chandler company in its advertising minces no words when it says that not to its knowledge has a professional motor car driver ever made a record with a Chandler Six, but that all the thousands of owners of Chandler Sixes every day are making the kind of records that count—records of satisfactory service. And that the Chandler company has never built a racing car, because Chandler owners do not want racing cars, and the 55 to 60 miles per hour speed that every Chandler does is speed much greater than the owner would ever ask for. And that the Chandler company has never built a special mountain-climbing car with short wheel base and low gear ratio because the ease with which every Chandler climbs steep grades on high gear is satisfying to the Chandler owner. And that the Chandler company has never supplied any Chandler dealer anywhere with a special gear ratio for demonstrating purposes, because what any Chandler Six does every Chandler Six will do.

Motorcycles

Registeration figures show that 270,500 motorcycles are now in use in the United States. Sixty thousand will be added to this number this year—the largest yearly production motorcycle manufacturers have even known.

New Anti-Rust Device Found For Radiators

Motorists pay too little attention to their water cooling system nowadays with the result that the motor becomes short lived. The water cooling system of a car was designed and installed to give the maximum power of which it is capable, and to use the minimum amount of gasoline and oil at a certain temperature.

The rust and corrosion which accumulates on the walls of the water jackets and in the radiator forms an insulation which keeps the heat in the engine. It prevents, also the cooled surface of the radiator from coming in contact with the water, thereby causing the engine to overheat. This condition means that more oil is used, mileage is reduced and bearings begin to show wear. This wear, in the form of fine dust, is taken up by the oil and instead of lubricating to its full extent it tends to hasten the wear. The final result is that the motor has a breakdown and despite an entire overhauling, if the rust and corrosion is not cleaned out, the evil still exists and the same process of trouble will be repeated.

A number of chemists have sought a remedy for the prevention of rust forming in radiators and they have finally succeeded in their efforts and have brought out 'non-corosa' after exhaustive tests. The preparation is in the form of small soluble tablets to be dropped into the radiator after draining and refilling with clean water. The action of the compound is the same winter and summer and it is not affected by anti-freezing solutions. It is a rust preventive—not a rust remover and it will not injure metal or rubber fabrics.

New Fuel Economy Device Saves Gas

Introducing Water Vapor Into Cylinders Duplicates Conditions Of A Damp Day

A series of exhaustive tests conducted at the Pratt Institute in Brooklyn recently of the Esta Water Auxiliator, a new gas economizer and carbon remover device, showed some remarkable results in favor of the instrument. Using a motor containing considerable carbon, with the fuel economizer attached, there was shown an average decrease of 25 1-2 per cent in gas consumption and an average increase in speed of 27 1-2 per cent over the results tabulated from testing the same motor without the instrument. At the end of the tests the motor was developing 35 per cent more power than at the beginning.

The device is very simple in construction and costs nothing to operate. Suction of the motor, causing a vacuum in the container, draws currents of air through the water in the device, generating a water vapor which is drawn into the intake manifold. It there combines with and completely vaporises the gasoline, forming a damper mixture. This mixture, on being introduced into the combustion chambers, the water vapor is converted into live steam on the ignition stroke. This gives a more complete combustion and more powerful and sustained power stroke. It also tends to eliminate carbon. The makers of the device say that by its use the conditions of a damp day are duplicated in the motor. All motorists are well aware of the fact that a car will always run better on a damp, wet day than at any other time.

Proper Car Washing Preserves Finish

Motorists who buy fine cars usually take pride in their appearance, particularly in preserving the fine finish of the body.

Proper washing of the car will do more to preserve the finish and appearance than anything else. It is just as easy to wash the car properly as not. All the mud should be thoroughly softened by a gentle stream of clear, cold water, which also will wash away all the dust. Then all the grease and oil spots should be removed with a piece of waste saturated in gasoline. The car should then be rubbed gently with a clean sponge, using an abundance of clean cold water, until all mud is removed. The car should be rubbed dry with gentle strokes of the chamois, squeezing it out as the water is absorbed.

The object is to remove the dust and mud and leave the surface dry and clean with just as little scratching and rubbing on the finish as possible. Rubbing should be done in straight lines rather than in circles. To prevent water drying and spotting it is well to clean one panel at a time.

FORD LAUGHS AT EMBARGOES AND KEEPS CARS MOVING

Big Long Island Plant Sending Out 150 By Driver Every Day

The little Ford has a habit of overcoming difficulties and "getting there." In city and country the Ford is constantly proving its right to the title of "the grittiest and most resourceful thing on four wheels." It is so constantly in sight in all kinds of work that we might feel very lonesome without it.

Now, it is not at all likely that we are going to be without this handy car for a long time to come. On the contrary, the demand for it and the sales are increasing tremendously. The Ford Company has no idea of depriving the public of a necessity. The company is prepared to go head with the production of this car in ever increasing numbers, and furthermore is determined that you shall get one in the simplest and most convenient way.

To give both the prospect and the owner in this section every possible service, Henry Ford built the mammoth assembling plant in Long Island City and placed Gaston Plantiff in charge. And he also established fifty agents in this city to concentrate on Ford sales and service.

Now, with railroad difficulties at hand and many companies finding it difficult to make deliveries, we are treated to an amazing sight in Long Island City, where nobody is worrying about any freight embargo. Here we find Ford cars darting from the huge plant through every possible outlet and whirring merrily over the roads and into the hands of new owners. They assemble 150 Ford cars every eight hour working day in Long Island City, and every twenty-four hours sees a small army of dealers and drivers on hand to move the stock. The sight of these cars getting away with a jump and shooting off in all directions amazes one who is not familiar with the wonderful Ford system that knows no idle moments and never gets tangled or confused. The organisation, like the cars, always seems prepared for any emergency. For this reason Ford buyers in these very uncertain days as far as railroad transportation is concerned are getting immediate deliveries.

Because of the price involved and the facilities for getting the car, the purchase of a Ford is not "an event" in one's life fraught with misgivings. The Ford Company in its efforts to motorise the world considered the needs of the multitude and first put the price "within reach" of the greatest possible number. Then it put the best possible material into the car and provided a vehicle whose upkeep demands on the pocketbook would be comparatively low. And going a stip further, it made the operation of buying and getting delivery as simple as possible. It built great assembling plants in prominient centers and about these plants established a great array of specially authorised Ford agents into whose establishments they placed the right tools for adequate Ford service, and the right men with Ford factory experience to handle these tools. Then came the final stroke, the linking of these agencies with the particular assembling plant to which they owed allegiance, so that there could be nothing but the most thorough co-operation and understanding at all times.

Is it any wonder, then, that the present freight embargo has no terrors for the Ford Company? The Long Island City plant is "stocked up" and turning out 150 cars every day. And the dealers in the metropolitan district are going over there and driving their cars to their respective headquarters and immediately turning them over to eager owners.

As Gaston Plantiff puts it: "One can get a Ford now without delay, but there are no guarantees for the future. The Ford Company has overcome delays, and why shouldn't prospective owners overcome any tendency to delay? Why not act when action means prompt and satisfactory results? Spring is close at hand. The man who is looking forward to glorious days out in the open country should await the coming of the touring season with his car at hand rather than to let delay find him without a car when spring bursts on the scene."

To Fly By Steam Says Auto Expert

Abner Doble, who had a new steam automobile on exhibition at the 1917 New York Automobile Show, is experimenting on the power plant of this car in his Detroit factory with the aim of adapting it for use in airplanes.

Regarding the progress of his experiments, Mr. Dobie said:

"I can unquestionably reduce the weight of our steam plant, but just how much only time and much experimental work can tell. The boiler and engine will be lightened very considerably by careful adaptation of design and the use of special materials. It is probable that our electrical apparatus can be virtually eliminated by taking advantage of the draft supplied by the propeller and the velocity of the plane.

"Our water supply can be greatly reduced for aviation work and the weight of our lubricating oil supply would be negligible.

"The greatest advantage, however, will unquestionably lie in longer continuous service without trouble or overhauling. The life of an internal combustion motor is relatively short in air work. Another very strong point for steam is the tremendous reserve power and rapid acceleration. When in trouble a motor car driver applies the brake, but an aviator relies on additional power and speed, which steam will invariably give him."

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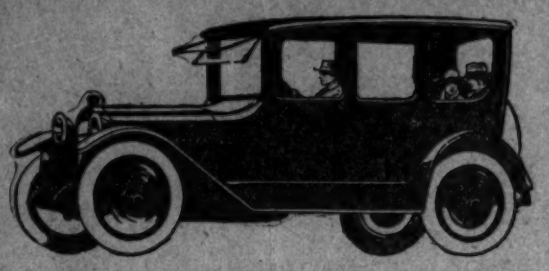

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It could not hold preference if it were just an ordinarily good car.

But it is more than that. It is the "best car of its class in the world," with all the excellences that leadership implies.

In every way it is worthy of the good opinion of the world.

The man who confirms his judgment of superior motor car value by buying a Hupmobile gets better performance, better quality, better engineering design, more comfort, better upholstery and equipment, better finish than he ever dreamed was possible at the price.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m/m stroke (3¾" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, babbitt lined. Long wheel base (119" on 2 and 5-seater, 134" on 7-seater). Tyres 875 x 105 m/m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 35" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood, quick-acting side curtains, door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

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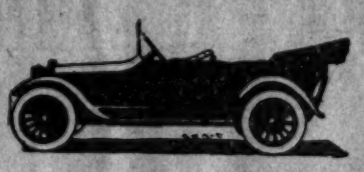

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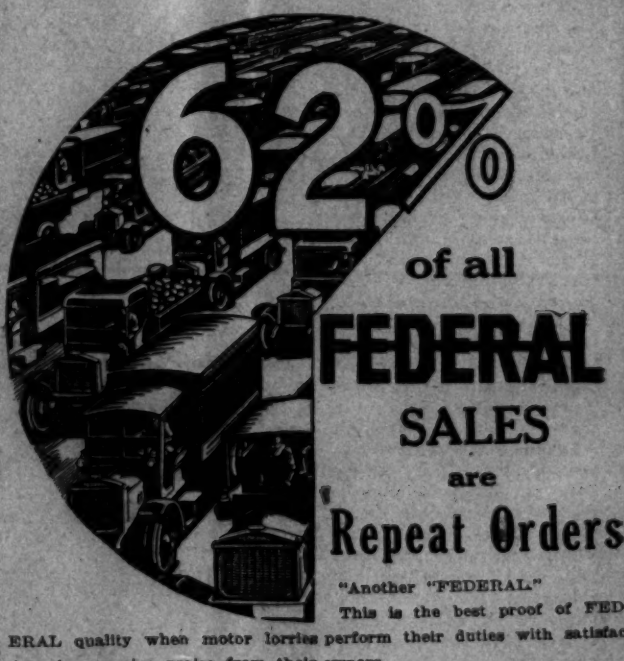

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Awarded the Only Gold Medal at the Panama-Pacific Exposition.

Here is a Representative FEDERAL fleet—Owned by the Associated Oil Co. of California. From an actual photograph.

SHANGHAI, SUNDAY, JUNE 10, 1917

A COMPANY GIVES S.C.C. CLOSE CALL

With Eight Wickets Down Club Needed 4 Runs, And Got Them

BILLINGS IN SPLENDID FORM

Clifford and Deeks Lead Batsmen But Scoring Is Light

A battle royal took place upon the S. C. C. ground yesterday afternoon between A. Company (British) and the Cricket Club. The rain of the previous day had made the pitch soft and heavy, and it was to be expected that scoring would be comparatively light. But no-one quite thought that the score board would be as little used as it was. The soldiers were sent in first by the Club (I wonder if that was a wise decision on the part of the S. C. C. captain) and their first pair, Messrs. Clifford and Milner, made a good start. It is just as well that they did for when they were parted wickets fell with alarming rapidity and the whole side was out for the paltry total of 51.

Clifford made 25, and if it had not been for that bad call which ran him out, he would undoubtedly have made more. He was playing in the most confident manner and taking the deliveries of both Foster and Stagg in fine style. Foster captured 6 wickets for 30. He put down 18 overs, and it can safely be said that in the whole innings he did not bowl a loose ball. He kept a fine length, and his deliveries came off the pitch in the most curious manner. After the first pair had been disposed of no-one had a chance of doing anything.

Deeks kept a good wicket and did not concede a single extra. The extra appearing on the score sheet must be put down to Stagg who varied his wonderful selection of balls with a wide. With any amount of work on his deliveries he took 3 for 20.

Deeks and Tait opened up for the S. C. C. The latter was on the offensive from the start and after placing 11 to his credit he gave a difficult chance to Langley who made a brilliant catch and sent the batsman to the pavilion. Deeks has not been so quiet for years past. He watched every ball and played it as carefully as if he were out to win his colors in a school game. But his methods were the right ones, for both Billings and Clifford were trundling in first class style, and never gave the batsmen a chance of taking liberties.

To gather 18, as Deeks did, was worth a good deal to his side, and gave them some hope of winning. When the eighth wicket went down the Club were still wanting 4 runs to win and excitement ran high, but Mills and Stagg came to the rescue, and it was the former who had the satisfaction of taking the winning hit. Captain Barrett was clean bowled by Billings when he had only made 6. It was a great ball though.

Billings was in splendid form with the ball and his 6 wickets only cost 27 runs. When you consider that he had such stalwarts as Barrett, Deeks, Tait, Turner, Stagg, and Wheen out against him his performance must rank among the best things of the past few years. Cameron, who kept for the soldiers, equalled Deeks in not giving away any extras. The fielding on both sides was above the average. Scores and analysis:

A. Co.	
W. C. G. Clifford, run out	25
F. Milner, b. Foster	13
W. T. Anderson, b. Foster	0
St. G. R. Clark, b. Foster	0
H. Langley, st. Deeks, b. Foster	1
R. Grimshaw, c. and b. Foster	2
W. J. Monk, b. Stagg	0
T. R. Macdonald, b. Foster	4
G. M. Billings, not out	4
J. E. Cameron, b. Stagg	1
C. C. Martin, b. Stagg	0
Extras	1
	51

Bowling Analysis

	O.	M.	R.	W.
Foster	18	4	30	6
Stagg	13	3	20	3

Stagg bowled a wide.

S.C.C.	
S. J. Deeks, c. and b. Billings	18
E. G. Tait, c. Langley, b. Billings	11

(Continued on Page 2)

CHIN-CHIN

Nursery Rhymes To Fit War Times

Dvinkle, dvinkle, leedle star
Now I know choost vat you are!
Chenral Haigh blew me so high—
I'm from Messines on der fly!

H.K.S.

My Lady Hoeing Corn

My Lady's working on a farm,
And you can hear her hollerin':
"I'd rather be a-hoein' corn
Than be a Hohenzollern."

SPIZAKER.

Thanks, Spiz, and congratulations. The Boss says this is the best yet.

Gen. Joffre's Ham

Mrs. Woodrow Wilson has presented Mrs. Gen. Joffre with a Virginia ham—kindness of Gen. Joffre.

What a pleasing neighborly scene presents itself with the perusal of these few words! What a pastoral picture! Here we have the redoubtable "Blue Devil of the Marne" trudging happily down to the dock a New York—or wherever the docks—fondly clasping under his stron right arm the seductive quartern of Blue Ridge shote. Picture him guarding it jealously all the wa across the ambuscaded Atlantic, placing it beneath his pillow at night and hooking it onto his life belt by day.

And as the grassy shores of France loom above the bowr, considers his as he tucks the porcine present one more lovingly beneath his elbow and walks up to the gangway for his sprint ashore. Watch him as he strides buoyantly through the streets of Paris to his little cot on the Rue de la Paix—or whatever Rue he aforesaid cot abuts upon.

Visualise Mrs. Joffre's joyous welcome. Home again! Ham—ham! The glad cry as the doughty fighter unwraps the bulging bundle and discloses the pink, savory-smelling treasure, with the magic words: "Look what I bring you from Mrs. Wilson!

We might go on in this strain indefinitely, sketching in and tinting really the career of that ham even into the last scrap of rind, incidentally filling the columns. But we will not. We leave the rest to the palate-flushing imagination of all those who have sunk their incisors into the rosy, succulent, home-suckling pleasure inspiration that is a Virginia ham.

We Leave It To Methuselah

Joasman: I note Judge's complaint that he heard my Frederic the Great story twenty years ago. Well, why not? It happened about 160 years ago.

H. M.

Another War Horror

Manchuria fishers are complaining that there is a plague of swordfish in their waters.

Churchill in the Air

They have got Winston Churchill back again—as chief of the Air Board. At any rate, he is used to letting off plenty of air, which is a much qualification as was claimed for Reginald McKenna when he was made First Lord of the Admiralty—that he rowed in the 'Varsity eight.

Back to the Mems Again

At the Carlton Cafe, yesterday, they gave us baked beans and Boston "brow" bread. Still, it was quite good and, having disposed of it, we felt quite ready for the "scrumble" eggs.

Question of Quantity

Writing of measles, a contemporary remarks that "they" seem to be very prevalent just now. Wasn't it the immortal Mark Twain who said "Have you had the measles and, if so, how many?"

Mighty Power of the Press

Elsewhere we read:—"The Sumatra Post, which is becoming more sympathetic to the Allies, regards the Russian situation as having improved over the week-end."

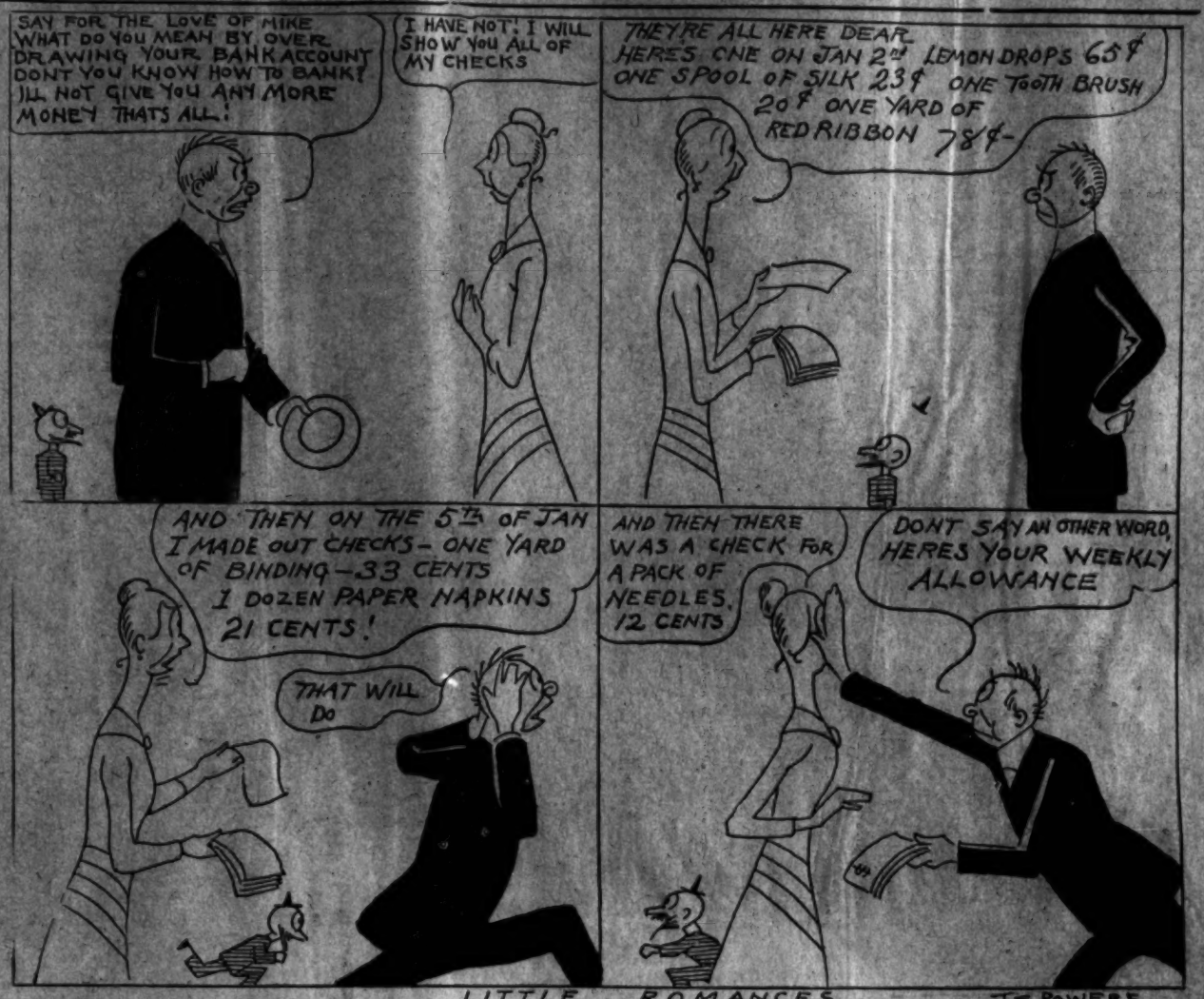
Can't you hear the satisfied sighs of Lvoff, Kerenski and the other stalwarts!

Really Accomplished Players

From still another contemporary: "The other ladies and gentlemen of the cast had only minor roles."

So, if they should happen to fall on the stage, Sir Douglas Haig will be able to employ them. Possibly, too, Miss Lang and Mr. Halliday can dig as well and then the company needn't separate.

What's The Use? By Tom Powers


SAY FOR THE LOVE OF MIKE WHAT DO YOU MEAN BY OVER DRAWING YOUR BANK ACCOUNT DONT YOU KNOW HOW TO BANK! ILL NOT GIVE YOU ANY MORE MONEY THATS ALL!
I HAVE NOT! I WILL SHOW YOU ALL OF MY CHECKS
THEY'RE ALL HERE DEAR. HERES ONE ON JAN 2nd LEMON DROPS 65¢ ONE SPOOL OF SILK 23¢ ONE TOOTH BRUSH 20¢ ONE YARD OF RED RIBBON 78¢-
AND THEN ON THE 5TH OF JAN I MADE OUT CHECKS - ONE YARD OF BINDING - 33 CENTS 1 DOZEN PAPER NAPKINS 21 CENTS!
THAT WILL DO
AND THEN THERE WAS A CHECK FOR A PACK OF NEEDLES. 12 CENTS
DONT SAY ANOTHER WORD, HERES YOUR WEEKLY ALLOWANCE
LITTLE ROMANCES
THE POWERS
AN LITTLE E
I LIKE YOU
YOU HAVE LOVELY EYES
YOU THINK SO?
JOHN, WHAT TIME IS IT?
I LEFT IT AT THE JEWELERS
F2

American Co. Shoot

Following are the results of the shooting during the past week:

May monthly competition. Practices 6, 7, 9, S.V.C. qualification.

Score, plus allowance	
*Vaughan	47.25
†Chapman	45
Hampton	43.2
Davis, A. C.	40.7
Blackwood	37.8
Loehr	32.5
Hearn	24.7
Blyth	25.4
Dome	3.9
Ashley	Retired

* Wins spoon and leg on cup.
† Wins spoon.

Vloudzki Cup, Practices 4, 5, 8, 9, S.V.C. qualification.

Score, plus allowance	
*Blackwood	61.95
Chapman	59
Sauer	53

* Wins leg on cup.

June Monthly Competition

Practices 1, 3, 5, S.V.C. qualification:

Score, plus allowance	
*Woodberry	63.75
†Chapman	60
Stauffer	59.8
Ashley	56.4
Boynton	50.7
Davis, A. C.	47.8
Vaughan	47

* Wins spoon and leg on cup.
† Wins spoon.

Music For Monday

The following program will, weather permitting, be played by the Band, in the Public Garden, tomorrow, beginning at 5.30 p.m.

1.—March "The Royal Review" ..... Losey.
2.—Overture "La Poupee de Nuremberg" ..... Adam.
3.—Waltz "La Plus Belle" ..... Waldteufel.
4.—Selection "Cox and Box" ..... Sullivan.
5.—(a) Gavotte "Flirtation" ..... Langley.
(b) Song "As when the Snow Drift" ..... Thomas.
6.—Selection "Traviata" ..... Verdi.

A. de Kryger,
Conductor in charge.

St. John's Wins Tennis Title In Inter-Collegiate Series

Yesterday, at Soochow, the tennis team of St. John's University defeated the team of Soochow University in all of the five matches played and thereby won the East China Intercollegiate tennis championship for 1917. Young of St. John's, was in excellent form and defeated Liang of Soochow in the morning, 6-0, 6-2.

In the afternoon, Yang met Li of Soochow and, after a very close contest, in the first set, finally defeated Li by 4-6, 6-3, 6-0. Capt. Ling, of St. John's played very steady and good tennis and defeated both Li and Liang in matches that went to three sets each. The scores were 6-3, 2-6 6-2 and 4-6, 6-4, 6-4 respectively.

Z. T. Ling and Z. L. Sung represented St. John's in the doubles and defeated Wong and Zia of Soochow by 6-4, 7-5.

The Slazenger trophy, which was held by Soochow last year, is now in the possession of St. John's for the coming year. Play for the Ramsay Cup, offered for the best individual player of the E. C. I. A. A., will be resumed this week.

Ladies Doubles Championship

The following is the result of the first round in this competition:—

Mrs. Farbridge and Mrs. Brauns beat Mrs. Hooper and Mrs. Fairchild 6-2, 6-2. Mrs. Prince and Miss Rowland beat Mrs. Shaw and Mrs. Hickling, 1-6, 6-2, 6-3. Miss Beck and Miss Wilson beat Mrs. Peebles and Mrs. Heaton-Smith 6-3, 6-4. Mrs. Entick-nap and Miss Petersen beat Mrs. Brown and Mrs. Beaumont 6-1, 6-2. The semi-finals are to be played on Tuesday.

S. C. C. Tournament

A doubles handicap tournament on the American system will be played on the S. C. C. courts today. The prizes are: 1st, two I. Z. racquets, presented by Mr. N. B. Ramsay; 2nd, 2 cups presented by Mr. A. P. Wood; 3rd, 2 cups value $15 each; 4th, 2 cups value $5 each; also consolation prizes.

The 1st round draw in the club's spring handicap doubles is as follows: Warriner and Frost v. Ramsay and Field; Healy and Forshaw v. Lanning and Campbell; Dunlop and Tippin v. Anderson and Pentycross; C. E. M. Thompson and Leslie v. Murphy and Deane; Hilliard and Williams v. Moore and G. A. Thompson; Donnelly and Graham v. Elmore and Chill; Young and Hardwick v. man and Grimshaw; Erslev and Capt. Barrett v. Mathieson and Wilson.

By's: Dumbart n and Ch etham; Clark and Wheen; Clifford and Barnes; Humphrey and Norman Thomas and Nichols; Garner and Knight.

P. S. Old Boys v. Japanese T. C.

The Public School Old Boys' meet the Japanese Tennis Club on the race course courts at 3.30 this afternoon. The following pairs will represent the Old Boys:

H. Stellingwerff and J. P. Hawes.
A. V. White and C. Ollerdessen.
V. O. Remedios and J. J. Ellis.
D. Shirazee and G. Madar.
E. J. Cooke and C. Barradas.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Omi Maru..June 11
Per N.Y.K. s.s. Kumano M. June 13
Per N.Y.K. s.s. Chikuzen M. June 15
Per N.Y.K. s.s. Chikugo M. June 19

For U.S., Canada and Europe:—
Per ——— s.s. ——— June 11
Per N.Y.K. s.s. K'kura M. June 13
Per T.K.K. s.s. Nippon M. June 14
Per T.K.K. s.s. Shinyo M. June 22

For Europe:—
Per N.Y.K. s.s. Kamo Maru June 18
Per N.Y.K. s.s. Kashima M. June 24

The American mail is due here tomorrow, per C.M. s.s. China.

Lawn Bowls

The Secretary's team had an easy win over the Captain's selection, on the rinks of the Lawn Bowls Club, yesterday afternoon, by 39 points. The scores follow:

Captain's	Secretary's
Rink No. 1.	
W. Dutton (skip)	J. Scotson (skip)
S. Payne	D. M. Graham
J. S. McClavin	Rev. W. H. Rees
J. G. Smeaton	A. T. Wignall
12	20
Rink No. 2.	
Ellis Hunter (skip)	D. MacDonald (skip)
W. D. McCallum	A. Taylor
Jas. Malcolm	J. A. Smallbones
E. C. Emmett	A. W. Dewhurst
9	29
Rink No. 3.	
J. T. Disselduff (skip)	S. Hammond (skip)
L. Evans	O. Crewe-Read
T. Harborne	Dr. J. W. Ross
D. MacGregor	E. M. Reid
14	31
Rink No. 4.	
F. L. Marshall (skip)	W. Gater (skip)
A. D. Bell	C. M. Bain
W. J. Grey	T. E. Trueman
O. Blackburn	D. MacIntosh
11	29
Rink No. 5.	
J. J. Sheridan (skip)	F. Large (skip)
J. Valentine	J. D. Gaines
S. W. Wolfe	A. W. Starling
W. A. Farley	F. C. Banham
15	30
Rink No. 6.	
G. Dunlop (skip)	R. Simmons (skip)
J. Frost	W. A. Ogden
W. J. Vine	E. Browett
F. A. Sampson	S. M. S. Gubbay
24	11
96	134

SHANGHAI AMUCK; NAVY SWAMPED

Landsmen Get to Slugging And Beat Tars By 17 To 4 Score

BRISTOW NOTCHES HOMER

Sailors Keen for Revenge Today; Game Commences At Three O'clock

Pipe all hands to stand with bowed heads, mates. It's a harrowing yarn.

The melancholy narrative being a record of how the Shanghai ball tossers utterly routed the All Navy pastimers yesterday afternoon, 17 to 4. Looking on the bright side, it was a festival for the landlubbers.

For Shanghai Swan pitched a good game, keeping the hits well separated except in the first inning, when he was touched for three. McGhee and Scott were nicked for 17 safeties all told and they arrived in clusters that spelt runs. Scott, for all that, deserved a better fate, as he put in some hard licks individually, striking out six, handling eight chances and getting a hit.

The sailors started out with a rush, taking the lead in the first with two runs, after Shanghai, with two passes and a hit in their half, had failed to score.

Collins, up after Luna's out, rapped a three base drive to left and Leonard, next up, doubled and scored a few minutes later on a passed ball. Stephenson walked and Scott hit to center and stole second, but Swan tightened and fanned the next two.

Shanghai laid the game in the larder in the second. Bristow opened the round with a double to left field and took third when Clair was safe on Scott's error. Clair stole and the sacks were loaded when Swan walked. Holliday relieved the congestion by hitting to left, going to second on the throw and scoring Bristow and Clair. Woods duplicated Holliday's hit and two more came in. With nobody out McGhee was wigwagged to cease firing and Scott took the mound. Dr. Clapp welcomed the newcomer with a loud single to center, scoring Woods and came all the way round himself on a passed ball. The next three men went out.

In the sailors' third Collins hit for three sacks and was nailed at the plate when Clapp shot Leonard's hot grounder to Clair. Stephenson singled, scoring Leonard.

Three hits and Conrad's error gave Shanghai 3 in their half.

The Shanghai 4th had a weird opening. Tinkham struck out and got to second on the performance, Collins letting the third strike get away. And then just to rub it in Bristow collected his third successive homer in as many games and his fourth for the season. Holliday got on when Stephenson threw wide to first and went right on to the plate when the first baseman returned the compliment by heaving past the Doctor. The winners batted all the way round again in the 6th, accumulating 4 more.

Shanghai used thirteen men in the course of the melee, giving everybody who was out a chance to play.

This afternoon the Navy men will come back for revenge, the engagement starting at 3 o'clock.

The first official league game between the Shanghai Reds and the Navy Greys, which was scheduled for Tuesday afternoon, will not be played, but the Reds and Blues will meet at the same hour—4.30—instead. This is owing to the fact that the Navy finds it impossible to put two teams in the field, thus necessitating arrangement of a new schedule. Pending such arrangement the Reds and Blues will continue to clash in week-day games and the usual week-end games between the tars and the All-Shanghai players will go on as before.

Yesterday's score:

Shanghai

	AB	R	H	PO	A	E
Holliday, ss.	5	2	3	1	5	0
Woods, cf., 1b.	5	3	2	1	1	0
Clapp, 3b.	5	1	3	0	4	0
Wilhelt, 1b.	4	0	1	0	2	0
Reid, cf.	1	0	0	1	0	0
Nichols, rf.	2	0	0	0	0	0
Hadley, rf.	2	0	1	1	0	0
Tinkham, lf.	4	2	0	0	0	0
Porterfield, lf.	2	0	1	1	0	0
Bristow, 1b.	3	2	2	5	0	0

Sokall, 1b.	3	1	0	8	0	4
Clair, c.	4	4	2	9	2	1
Swan, p.	4	3	3	0	4	0
Totals	45	17	17	27	18	5

All Navy

	AB	R	H	PO	A	E
Luna, lf.	5	0	0	3	1	0
Collins, 2b, c.	5	1	2	6	1	1
Leonard, ss.	4	2	1	0	1	1
Stephenson, 3b.	3	0	1	2	2	1
Scott, 1b, p.	4	0	1	4	4	1
Glover, c, cf.	4	0	0	1	0	0
Trany, cf.	1	0	0	1	0	0
Conrad, 2b.	3	0	0	0	0	1
Lagman, rf.	1	0	0	0	0	0
Brennan, rf.	2	0	1	2	0	0
McGhee, p, 1b.	4	1	1	8	2	1
Totals	36	4	7	27	11	6

Score by innings:

Shanghai	0	6	3	3	0	4	1	0	0	=17
All Navy	2	0	1	0	0	0	0	0	1	= 4

Home run—Bristow. Three base hits—Collins, Swan. Two base hits—Leonard, Bristow, Brennan, Porterfield. Sacrifice hits—Holliday, Woods. Struck out—by Swan, 7; by Scott, 6. Bases on balls—off McGhee, 3; off Swan, 2. Stolen bases—Woods, Clapp, Reid, Clair 2, Stephenson 2, Scott. Double play—Scott-McGhee. Passed balls—Clair 3, Glover 1, Collins 2. Hits off McGhee, 4 in 2 innings.

Umpires—Winters and Varnum.

A Company Gives S.C.C. Close Call

(Continued from Page 1)

C. S. Cheetham, b. Clifford	0
Capt. E. I. M. Barrett, b. Billings	6
L. R. Wheen, b. Clifford	2
E. G. Norman, b. Billings	5
W. C. D. Turner, b. Billings	0
D. Campbell, b. Billings	3
S. V. Mills, b. Clifford	7
E. W. Stagg, c. and b. Clifford	14
W. C. Foster, not out	0
Extras	0
	66

Bowling Analysis

	O.	M.	R.	W.
Billings	17	3	27	6
Clifford	16.5	6	39	4

S.R.C. v. Public School

The Recs gave the Public School boys an object lesson in scoring yesterday afternoon on the S.R.C. ground. The boys started out and got 84 of which Gussie White was responsible for 28. Pearson, Barnes and Ellis also contributed double figures.

The Recs scored 181. Ambrose, whose bowling was not as successful as usual, came off with the bat and took 40 in nice style. Wallace with 28 and Walter Wilson with 30 also added materially to the scdre. Tom Pearson with 3 for 25 was the most successful bowler for the school. Scores:

Public School

A. V. White, c. Noakes, b. Wallace	28
E. J. Cooke, b. Ambrose	0
F. Ollerdessen, b. Wilson	9
J. J. Ellis, b. Ryton	12
J. Pearson, c. Cooper, b. Wallace	16
G. Madar, b. Wallace	0
E. G. Barnes, run out	14
C. Ollerdessen, c. Wilson, b. Cooper	0
F. Madar, c. Mooney, b. Cooper	0
T. Pearson, not out	0
A. Mooney, b. Cooper	0
Extras	5
Total	84

Bowling Analysis

	O.	M.	R.	W.
Ambrose	4	0	13	1
Wilson	10	1	24	1
Ryton	5	0	16	1
Cooper	4	0	11	3
Wallace	4	0	14	3

Recreation Club 2nd XI

H. J. Ambrose, c. and b. Pearson	40
H. J. Cooper, c. Cooke, b. Pearson	17
W. G. Mooney, l.b.w. Pearson	12
T. Wallace, b. White	28
W. E. Wilson, retired	20
R. H. Purcell, b. Cooke	17
E. J. Noakes, b. F. Ollerdessen	10
R. T. Ryton, run out	9
H. G. Barnes, b. Cooke	5
A. E. Hayward, did not bat	—
R. P. Phillips, not out	1
Extras	13
Total	181

Bowling Analysis

	O.	M.	R.	W.
C. Ollerdessen	6	—	32	—
T. Pearson	9	1	36	3
A. V. White	10	—	44	1
J. J. Ellis	3	—	13	—
F. Ollerdessen	6	—	23	1
G. Madar	3	—	11	—
E. J. Cooke	2	—	5	2
G. Madar	1	—	1	—

Police v. Hanbury Old Boys

This match was played on the Public Recreation Ground the Police being the home side and the Hanbesters were successful in maintaining their unbeaten record. The wicket was very tricky after the recent rain and low scores were the order of the afternoon. The Police were minus the services of Newman and Robertson, their place being taken by Bridger and Rush. The Police won the toss and elected to bat first, opening with Treacher and Doyle. The former played steady cricket on the troublesome wicket and knocked up a useful twelve before he was well bowled by Quincey. Sale was the top scorer for the Police with sixteen.

For the Old Boys the captain, Willis, was the most successful, he obtaining seventeen not out. Ahmed seemed like "making good" but was too anxious and paid the penalty by being run out.

For the Police, Sale was the most successful with the ball, his bag being six wickets for eleven runs. Fry was next with two for fifteen. For the Old Boys, Quincey took seven for twenty-seven and Willis two for three. The finish was most exciting but fortunately for the Police Sale found his length at the opportune moment of the game and practically won the match by his excellent bowling at this critical period. One or two catches were missed on both sides but on the whole the bowlers were well supported in the field. Appended are the scores and bowling analysis:

Hanbury Old Boys

A. S. Ahmed, run out	16
L. P. Quincey, b. Fry	0
T. H. Porter, b. Fry	7
C. A. Sullivan, run out	2
G. V. Jensen, b. Sale	8
A. J. Willis, not out	17
A. Madar, c. Fairbairn, b. Sale	0
J. V. Jensen, b. Sale	2
A. R. Madar, b. Sale	0
J. C. Roberts, b. Sale	0
H. Smith, c. Adams, b. Sale	0
Extras	2
Total	54

Bowling Analysis

	O.	M.	R.	W.
T. W. Spottiswoode	5	1	18	0
T. S. Fry	10	5	15	2
G. Sale	8	2	11	6
J. E. Adams	2	—	8	0

Police

C. Doyle, b. Quincey	2
F. E. Treacher, b. Quincey	12
J. G. Adams, b. Quincey	0
A. Elte, c. Sullivan, b. Quincey	10
J. Mason, b. Jensen	1
T. S. Fry, c. Sullivan, b. Quincey	6
G. Sale, b. Quincey	16
T. W. Spottiswoode, b. Willis	5
W. E. Fairbairn, c. Jensen, b. Willis	5
F. C. Bridger, b. Quincey	2
J. Rush, not out	1
Extras	6
Total	66

Bowling Analysis

	O.	M.	R.	W.
A. Madar	2	1	6	0
L. P. Quincey	10.3	2	27	7
J. V. Jensen	6	—	24	1
A. J. Willis	3	—	3	2

School For Card Players

Five Hundred. W. V. H. says: A leads ace of clubs and B plays the joker on it in a no trump bid, although he has a club in his hand. A bets this is a revoke. B insists that the joker is the highest card in any suit the holder likes to name.

A is right. B is liable for a revoke. The joker takes the rank that B mentions only when it is led. When it is not led, it is a suit by itself at no trumps.

Cribbage. A. F. P. says: We want an official decision on this play. Two hand. A leads, and the cards fall: 4, 5, 6, 3. Is this a run of four for the last player? If so, why?

Yes, because the order in which the cards are played does not matter so that there are no duplicates in the course of the sequence from one end of it to the other.

J. C. C. says: Playing two hand the cards fall: 6, 5, 3, 4, 2, 4, 3. B pegged a run of four, then A pegged a run of five, and with his last card claimed a run of five again and a go. Is this correct?

The first part is correct, but A's last card is a run of three only, as the duplicates stop him from getting back to the 5 and 6.

Pinochle. C. F. C. says: A has 390, B has 840 and C has 750, when B gets the bid, melds 140 and announces that he wants 20 in cards. A wins the first trick and insists that he wins the game, as he got out before B got the trick to make good his meld.

The hand must be played out and if B gets the 20 he requires he wins the game; if not A wins it, as he called out ahead of C.

E. L. I. says: A gets the bid and names hearts, whereupon B and C make their melds. A suddenly discovers that he could have done better with spades and changes the trump. Can he do this?

No; not after the others have accepted the trump and shown their melds.

W. R. says: Three playing, melds all made and a card ced, when a bystander says to A: "Why did you not meld your 100 aces?" As these had been overlooked A insists on melding them. What is the rule?

The first and most important rule is that the bystander pays all bets on the game, and that A is too late.

G. E. B. says: A gets the bid and melds 230, but counts and calls it as 250 without correction. During the play the dealer calls attention to the mistake and tells A that he needs 120 in cards to make good his bid of 350, not 100. A bets the dealer has nothing to say, but the dealer is financially interested, as he must pay when the bidder wins.

Then the dealer should have called attention to the error when the meld was made. If he did not and allowed it to go on the slate as 250 and permitted the bidder to pick up his melds without protest it must stand at 250.

Craps. M. M. E. says: If the point is to be thrown what are the chances on a point of two, or one or three?

There is only one way to throw two but there are two ways to throw three, as the dice may come 2, 1 or 1, 2; so it is two to one in favor of the three point.

Fortune Telling. J. C. asks what cards have a different meaning when they come out right side up or reversed, and how one is to know the cards are reversed, as they could be put into the pack that way and the shuffle would leave them right or reversed.

Special cards are used for fortune telling, which have a right and a reverse end. The questioner shuffles them.

Poker. H. C. says: After playing nearly two hours it is found that the pack contains two jacks of spades when four jacks are shown for the pool, the fifth jack being in the packet of three cards.

The player must have known that he was playing with an imperfect pack if he held two spade jacks, and the deal is void. An imperfection that the players could have known in time is another matter.

H. K. and I. S. say: All the players look at their hands. B says he has six cards before any bet is made.

B's hand is dead if he lifted it.

J. C. H. says: A bets and B calls. A shows his hand and B says, "That's good," but A demands to see what he called on. Must B show his hand if he admits he is beaten?

Yes, because all hands in a call must be shown to the board. B does not call A any more than A calls B.

R. M. M. says: A opens a jack, and after a raise B calls a sight, C and D putting up to see A's raise. After the draw C and D drop out and A has to show down with B, who has the better hand. Does B get the whole pot?

No, only the amount that was in it when B called a sight. The remainder goes to A, who stayed long enough to drive out C and D.

Bill Numbers. G. P. S. says: A is calling the last number on a bill, odd or even, for the theater tickets. He says "odd," and it is a zero. A bets this is a standoff.

A is wrong. The zero is even. If it were a standoff any person calling odd all the time would have a 5 to 4 chance.

Cross-Country Run

Spencer Ozorio Wins

In a cross-country run covering some 13 miles, in which seventeen young local athletes competed yesterday afternoon, W. Spencer Ozorio came out the victor, outdistancing his nearest rival by a mile and a half. The exact time taken to complete the course was not kept. The start was made at the St. George's Farm, and the course was through rough and muddy country, terminating at Hungjao and Siccawei Roads.

At the sixth mile Woods was seen to be leading, followed closely by Cameron, Osborne and Heldon, with Ozorio far behind. At the eighth mile Osborne got the lead, Cameron and Woods being second and third respectively. Spencer Ozorio now caught up the others and began to forge ahead, maintaining the lead to the end. The order then was Ozorio, Cameron, Osborne and Woods. Heldon had already retired.

The distance between the competitors at the finish was one and a half miles between the winner and the second man, and half a mile between second and third.

Osborne and Woods were known to be good long-distance runners, but nothing had been heard of Spencer Ozorio, whose win was all the more noteworthy on account of the little training which he has had in cross country runs.

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